

AMERICAN RAILROAD JOURNAL.

STEAM NAVIGATION, COMMERCE, FINANCE,
ENGINEERING, BANKING, MINING, MANUFACTURES.

ESTABLISHED IN 1831.

PUBLISHED WEEKLY BY JOHN H. SCHULTZ, AT NO. 9 SPRUCE ST., NEW YORK, AT FIVE DOLLARS PER ANNUM.

SECOND QUARTO SERIES, VOL. XXIV., No. 47.]

SATURDAY, NOVEMBER 21, 1868.

[WHOLE No. 1,701, VOL. XLI.]

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American Railroad Journal.

New York Saturday, November 21, 1868.

Selma, Rome and Dalton Railroad.

As previously stated by us, the first train over this road, from Cave Springs to Rome, Ga., a distance of about 14 miles, reached the latter place on the 31st ult. The entire length of the road from Selma, Ala., to Rome, is about 196 miles, 61 miles of which, from Blue Mountain to its present terminus, has been constructed since the middle of January last, when active operations were first commenced. For the energy which has characterized the prosecution of this enterprise the public are mainly indebted to E. G. Barney, Superintendent, acting as agent for A. D. Breed, Lessee and Contractor. We learn that the Selma train has since passed over the Rome Railroad, with which it connects, to Kingston, on the Western and Atlantic Railroad, a further distance of 20 miles. The road is to be extended to Dalton, some 35 miles, during the coming year. Eugene Le Hardy, Esq., of Rome, Ga., is Chief Engineer.

Vineland Railroad.

The work of grading and preparing the ground to receive the rails has been commenced on the new road from Vineland to Greenwich Point. From Vineland this road is to be built eastward, crossing the Atlantic track in the vicinity of

White Horse Station, thence to Moorestown, where it will intersect with the Mount Holly and Hightstown track, thus forming a continuous line to New York.

SEVEN PER CENT. INTEREST IN GOLD.—The First Mortgage Seven per Cent. Sinking Fund Bonds of the Rockford, Rock Island and St. Louis Railroad Company, pay both Principal and Interest in GOLD COIN, FREE OF GOVERNMENT TAX.

Each Bond is for \$1000 or \$200 Sterling, and is convertible into stock at the option of the holder. The coupons are payable Feb. 1st and Aug. 1st, in New York or London, at the option of the holder.

The Road runs from Rockford in Northern Illinois to St. Louis, a distance including tracks to Coal Mines, &c., of about 400 miles, and traverses the finest district of Illinois.

The Bonds have 50 years to run, and are a lien of \$21,000 per mile upon the Company's railroad franchises, its coal lands—of which it has 20,000 acres containing A HUNDRED MILLION TONS OF COAL—its rolling stock, and property of every sort.

A Subscription of \$8,800,000, at par, to the Capital Stock of the Company, furnishes a large part of the means required to construct and equip the road.

Nearly half the entire length of the road is graded and substantially ready for the iron; the rails are now arriving upon the line. The first division, giving an outlet to the coal, will be in operation in 60 days, and track-laying will from this time be prosecuted with the utmost energy till the last rail is in position. The Company intend to have the whole road in readiness for the Autumn business of 1869.

The Bonds are for sale at 97½ and accrued interest in currency, and may be obtained through bankers and brokers throughout the country, or at the office of the Company, 12 WALL STREET, New York.

Governments and other securities received in exchange at market rates.

The Trustees for the Bondholders is the UNION TRUST COMPANY of New York.

Pamphlets giving full information sent on application.

H. H. BOODY, Treasurer.

Locomotive for City Railways.

A new method of applying steam for locomotive purposes on street railways, so as to avoid the use of fire in the engine while running on the streets, was recently exhibited on a temporary track at the establishment of Grice & Long, Philadelphia. In this engine the necessity for a fire-box, smoke stack, &c., is done away with by substituting a strong tank or reservoir for holding water previously heated to a high temperature in a stationary boiler. The water so heated is forced into the locomotive tank, and is capable of giving off an amount of working steam for a considerable length of time, sufficient to drive the engine and draw one or more cars. The new locomotive weighs about five tons when fully supplied with the requisite storage of heated water. At the trial it ran 45 minutes, making 125 stoppages, and reducing the steam pressure from 80 pounds at starting to 20 pounds when the trial ceased.

No noise was made other than the rumble of the wheels over the rails, and the machine seemed to be at all times under the perfect control of the engineer, being stopped almost instantly while running at the rate of six miles per hour. The temperature of the water is kept up by a non-conducting jacket three inches thick around the tank. It is proposed, in adapting the invention to the street cars, to place a stationary steam boiler at one end of the road to charge the locomotive with a sufficient quantity of hot water to perform the trip.

New Cotton Route.

This route has grown up like magic since the completion of the Selma, Rome and Dalton Railroad, and the promptness with which the Georgia and Charleston roads perfected arrangements to bring freights this way. It is the shortest route from Selma, Alabama, to Charleston, South Carolina, and goods are sent through *without change of cars* and at a much less rate. We believe the advantage of this route, in distance alone, its nearly three hundred and fifty miles. Freights can now be carried with much more expedition than formerly from Charleston to New York, Boston, Philadelphia, Baltimore, and from these points to Rome, Chattanooga, Selma, Meridian, Vicksburg, and Mobile. We are informed that more than two hundred bales of cotton are now daily shipped over this line, and very sanguine expectations are entertained of increasing the number in a short time to four or five hundred.—*Selma, (Ala.) Times.*

Pittsburg, Ft. Wayne & Chicago Railway.

The following is a statement of the approximate earnings and expenses of this company during the month of October, as compared with the same period of the year 1867:

	1868.	1867.
From freight.....	\$562,487 49	\$484,189 90
" passengers.....	253,066 72	267,588 84
" express matter....	10,651 50	8,626 50
" mail.....	7,825 00	7,825 00
" rent of railway....	7,083 33	7,083 33
" miscellaneous....	1,000 00	9,486 88
Total.....	\$842,114 04	\$784,800 54
Expenses.....	421,336 61	386,991 97

Net earnings.....\$420,777 43 \$397,808 57

This shows an increase in earnings of \$57,313 50; with an increase in expenses of \$34,344 64—making the increase in net earnings, \$22,968 86.

The earnings and expenses, from January 1 to October 31, compare as follows:

	1868.	1867.
Earnings.....	\$6,610,816 32	\$5,977,800 99
Expenses.....	4,021,223 09	3,983,986 74

Net earnings.....\$2,589,593 23 \$1,993,864 25

This shows an increase in earnings of \$635,016 33; with an increase in expenses of \$37,286 35—making the increase in net earnings, \$595,728 98.

"Drummers" on the Railroad.

The directors of the Rutland and Burlington Railroad have taken a step which gives rise to some angry discussion, in forbidding station agents to receive as baggage any trunk, valise or box known to contain commercial wares. The reason assigned in the order is that agents often carry about with them in small space articles of great value, and having got them checked as personal baggage, seek to hold the company responsible for damage or loss. The law in the case is plain. The company has a right to protect itself. This is not an attempt to limit its liability as a common carrier, as might at first seem. A railroad is a common carrier, both of persons and goods; but the former must go as passengers, subject to rules and charges as such; the latter as freight. There is only one point on which by legal decisions and immemorial custom (the railway coach being the legitimate successor of the stage coach, and inheriting all its traditions and usages), this distinction in the treatment of goods and persons is not observed; and that is in the transportation of personal goods, i. e., technically baggage. It is yet an open question whether a railroad company can limit its liability as a common carrier in regard to personal baggage; and there is no question that in the absence of any stipulation it is fully liable. But whether the rights of the passenger in regard to his baggage can be restricted by the company or not, it is certain that the law only understands the word baggage in its narrowest sense. Wares are not baggage. Nothing is baggage that is carried with any view beyond personal convenience and comfort. The nineteen bureau trunks of the Saratoga belle are baggage in every sense; but the valise full of uncut silks or watches is not baggage. It is not a question at all of quantity or even of value; but of object and use. There is only one way in which liability for such effects can be acquired by the railway company, except when taken as freight, and that is by the authorized agent of the company receiving and checking it, knowing its character. We believe there is one decision of the courts which holds that this imposes liability, though it would be difficult to see how it could do so against the regulations of the company. The act of its agent outside of, and in contravention of its published rules, surely could not conclude the company.

But if the company is not liable for loss, why not receive the trunks or valises of commercial agents when they do not exceed the ordinary di-

mensions of personal baggage? The answer made to this by the Rutland and Burlington directors is that they are annoyed by demands and threatened with lawsuits in case of accidental detention or loss, and are even put to expense to defend themselves from such actions; and that they prefer to cut off the source of all the trouble in this way so long as these parties have no claim to having their baggage checked or carried. They even go so far as to direct the station agents in all cases of doubt to inquire and ascertain whether it is legitimate baggage which is presented.

The wisdom of the course is another matter. Drummers are a fact, and must be considered as such. Traveling agents, with samples, or with goods, are effecting no inconsiderable part of the exchanges of the country, and are destined to do more. Something has got to be conceded to their usefulness as well as to their existence. It would not seem difficult to make some arrangement by which the companies could be relieved of all danger or annoyance on account of a liability that does not properly belong to them, and at the same time the necessities of the traveler be considered. As to sending such goods by freight—as railroads forward freight now-a-days—it would be simply absurd.—*Springfield Republican.*

Evansville and Crawfordsville Railroad.

The earnings of this road for the years ending August, 31, 1866, 1867 and 1868, were as follows:

	1866.	1867.	1868.
Passenger	\$218,695 33	\$190,575 23	\$193,981 28
Freight.....	222,102 72	289,947 54	230,481 70
Express.....	12,493 70	16,562 30	19,011 36
Mail.....	9,400 00	9,400 00	9,400 00
Rents.....	270 00	307 25	312 00
	\$462,961 75	\$507,792 32	\$453,186 34

Expenses, viz.:

	1866.	1867.	1868.
Run'n'g road	\$87,958 65	\$85,541 18	\$74,087 34
Maintenance of way....	79,908 35	83,655 94	86,438 77
Maint'n'g of bridges, etc	54,825 12	40,216 59	34,591 47
Repairs of engines & cars.....	50,617 12	61,433 57	70,053 17
General exp.	72,069 56	73,597 12	70,095 50
	\$345,378 80	\$344,444 40	\$335,266 25

Net earn'gs. \$117,582 95 \$163,247 92 \$117,920 09

Int. & taxes. 116,940 81 108,356 34 108,946 28

Balance.... \$642 14 \$54,891 58 \$8,973 81

The earnings, expenses, etc., of this road for the past ten years have been as follows:

	Total earnings.	Operating expenses.	Net earnings.
1858-'59.....	\$171,048 90	\$97,797 37	\$73,251 53
1859-'60.....	206,944 27	102,970 89	103,973 38
1860-'61.....	222,352 13	113,862 90	108,989 23
1861-'62.....	244,540 43	106,954 50	137,585 93
1862-'63.....	334,058 10	164,196 39	169,851 71
1863-'64.....	451,223 36	218,539 13	232,684 23
1864-'65.....	559,127 68	312,407 28	246,720 40
1865-'66.....	462,971 75	345,378 80	117,582 95
1866-'67.....	507,792 32	344,444 40	163,247 92
1867-'68.....	453,186 34	335,266 25	117,920 09

The receipts from all sources during the year, including \$32,427 97 from the previous year, were \$486,768 18; and the expenditures, \$510,393 57—showing an excess of expenditures of \$23,625 39. The expenditures embrace—

Transportation expenses, as above.....	\$335,266 25
Interest paid.....	96,083 90
Internal revenue taxes.....	6,108 98
State, county and municipal taxes....	7,754 10
Construction.....	46,028 71
Equipment—new freight cars.....	14,056 82
Increase in supplies on hand.....	6,095 51

Total.....\$510,393 57

The liabilities and assets of the company at the close of the year were as follows:

Liabilities—	
Due other lines.....	\$20,996 46
Other liabilities.....	31,868 84
	\$52,865 30

Assets—	
Cash on hand.....	\$11,254 99
Due from agents.....	14,405 42
Open accounts.....	3,079 50
	28,739 91

Excess of liabilities.....\$23,625 39

There has been expended for construction and equipment during the year, the sum of \$60,085 53, making the total cost of the company's property, to date, as follows:

Construction of road.....	\$2,402,733 55
Equipment.....	358,321 23
Total.....	\$2,761,054 78

Which is represented by—

Common stock.....	\$1,044,010 47
Preferred stock.....	100,000 00
First mort. bonds, Main Line.....	1,090,000 00
" Rockville Extension.....	150,000 00
Earnings expended.....	377,044 31
	\$2,761,054 78

The company's property may be described as follows:

	Miles.
Main Line of road, Evansville to Terre Haute.....	109
Rockville Extension.....	23

Total length of Main Track.....132

Length of sidings.....10

Total length of rail.....143

Its terminal, way, and water station structures consist as follows:

Commodious bricks shops and engine house, with fair equipment of shop machinery at Evansville.

A large brick engine house, with black-smith's shop, at Terre Haute.

Two frame engine houses at Vincennes and Rockville.

One cheap and convenient passenger station, with shelter for cars and convenient waiting rooms and offices, at Evansville.

The joint use, with the Terre Haute and Indianapolis, and St. Louis and Terre Haute Railroads, of the Union Passenger Depot at Terre Haute, under a lease.

Two ample new brick freight depots, at Evansville and Terre Haute.

Nine good frame freight houses, with waiting rooms for passengers, at Fort Branch, Princeton, Patoka, Vincennes, Carlisle, Sullivan, Rosedale and Rockville.

At the other twenty-five way stations we have only such accommodations for our passengers and freight as the proprietors of neighboring dwellings and store-houses choose to afford us.

Eight water stations (each never failing) conveniently distributed. One of which, that at the shops, is worked by steam. Five are worked by horse power; one by hand, and is self supplying.

The road-way, structures and rolling-stock are in good, safe running order, and have, with the exception of the rails, been greatly improved during the year.

The rails have been repaired or renewed by purchase and re-rolling, to the extent apparently required by safety for the time being. But the general wear of the rails is yet in excess of renewals, and will speedily necessitate far greater annual expenditures for renewal than have yet been incurred.

The managers have determined in future renewals of rails to adopt the splice bar pattern,

Virginia State Bonds held by Citizens of West Virginia.

Governor Boreman, of West Virginia, has issued a notice, under date November 6, 1868, in which he says that he will proceed on the 1st day of December next, and thereafter until the 1st day of February, 1869, to perform the duty required of him by a resolution adopted by the Legislature of West Virginia on the 23d of January, 1868, which resolution is as follows:

Resolved, By the Legislature of West Virginia, that the Governor of this State be requested to adopt such steps as he may deem most proper and expedient, to ascertain the amount of registered and coupon bonds of the State of Virginia held and owned by the citizens of the State of West Virginia, on the 20th day of June, 1863, and still so held by the citizens of this State, together with the names of the persons holding the same, and the several amounts held by them.

The Governor deems it his duty to inspect each bond before he can report its existence, and therefore the persons who hold bonds which they wish reported under the above resolution are required to produce the same before him, in order that such inspection may be had.

An affidavit of the claimant, or some one else, will also be required that the bonds were "held" by such claimant on the 20th day of June, 1863, and were "still so held" by him or her on the day the above resolution was adopted, to wit: on the 23d day of January, 1868; and that such claimant was a citizen of West Virginia on both of the days mentioned.

Quincy Railroad Bridge.

The new Railroad Bridge which spans the Mississippi River at Quincy, Ills., was completed on the 6th inst., and the 7th was set apart by the Chief Engineer, contractors, directors, &c., to test its capabilities for the purposes for which it has been constructed. Quite a large number of engineers, bridge builders, railroad men, and leading citizens of Quincy responded to the invitation to be present, and all manifested deep interest in the details which developed the immense strength of the bridge, and its eminent fitness for the purposes for which it has been built.

The Bridge Company was organized on the 20th of November, 1866, by the amalgamation of two incorporated companies, one chartered by the General Assembly of Illinois, and the other by the Legislature of Missouri. It took the name of the "Quincy Railroad Bridge Company." Nathaniel Busbrell, of Quincy, was made President; James F. Joy, of Detroit, Managing Director; C. A. Savage, of Quincy, Secretary; A. T. Hall, of Chicago, Treasurer; N. Flagg, of Quincy, General Agent; J. L. Lathrop, of Hannibal, Auditor; W. Colburn, Toledo, Consulting Engineer; and T. C. Clarke, of Chicago, Chief Engineer.

Surveys were made, the bridge located at once, and the work commenced. The main bridge, that which spans the main branch of the river—consists of two draw spans, 160 feet each, making the length of the draws, or rather swing, 360 feet. Two spans of 250 feet, three of 200, and eleven of 157 each—making a total, with the mason work, of 3,250—constitute the main bridge. The embankments and trestle work between are 1,400 feet in length. Bay Bridge, 613 feet; one draw, 190 feet long, and four spans of 85 feet each. Total length of the bridge and embankments, from the Chicago, Burlington and Quincy to the

St. Joseph tracks, nearly two miles. The bridge is elevated ten feet above high water mark, and twenty feet above low water mark, on stone piers, the stone coming from Grafton, Mo., and Hamilton, Ill. The superstructure is entirely of iron, and on the Pratt truss principle. The masonry and foundations are the work of the Bridge Company, under the immediate direction of T. C. Clarke, Esq., Chief Engineer. The total cost of the bridge is \$1,500,000. The bridge is so proportioned that a train of two locomotives and the heaviest freight cars strain the iron only about 7,500 pounds to the inch, while the ultimate strength of the bridge is 60,000 pounds to the square inch. Strength, before any permanent stretch begins to be seen, 28,000 pounds to the square inch. Every piece of wrought iron in the ties, links, bolts, &c., was tested in a hydraulic press up to 23,600 pounds to the square inch, and struck with a hammer, while under tension, before being used in the bridge. The first stone of the structure was laid September 25, 1867, and the last stone August 5, 1868. It was opened for traffic November 7, 1868.

The structure is all that could be desired, and great credit is due to Mr. Clark and his assistants for their unwearied exertions to make it so. It is pronounced by those competent to judge, one of the best if not the best bridge yet constructed. The bridge will be operated by the Hannibal and St. Joseph R. R. Co. The following result of the test was signed by all the engineers present:

QUINCY, NOV. 7, 1868.

The railroad bridge over the Mississippi at this place is now completed, and will be put in use for freight and passengers on Monday next. It has been to-day subjected, in the presence of a party of engineers and others, to various tests, the results of which are as follows: Three of the heaviest locomotives were coupled and placed at rest centrally upon the span 250 feet long, and the deflection or yielding of the bridge very accurately observed by means of instruments. The total weight of the load was 300,000 pounds, and the maximum deflection at the centre of the span was 2.4223-10,000 inches, being one-sixteenth of an inch less than the deflection previously calculated.

The same load was then placed upon a span 157 feet long, and a deflection produced of 1.375-1000 inches which varied but little from the result of previous calculations.

The three locomotives, still coupled, were then run over the 157 foot span several times, at rates of speed varying from ten to sixteen miles per hour. The deflection produced was 1.406-1000 inches, being an increase of only 3.100 inch over the deflection while at rest. Probably no severer strain than the above will ever be applied to the bridge in actual use. In each case, on the removal of the load, the bridge at once resumed its previous form.

A few words of explanation of the above experiments may be interesting to the public. Short of the dangerous and expensive process of actually breaking down a bridge by the weight equal to its ultimate strength, the only method of proving its safety is to measure the deflections produced by stationary or running loads. If these do not exceed the deflections, calculated as due to the known elasticity of the material, it may be safely inferred that the bridge is free from dangerous defects, either in material or workmanship. The strain applied to day was 5,100 pounds to the square inch of wrought iron, and 5,800 pounds per square inch of cast iron.

On the 157 feet span, the strain applied was 9,000 pounds per square inch on the wrought iron, and 10,200 pounds to the square inch on cast, being about one-quarter more than the strain pro-

duced by the passage of the heaviest freight trains. All the wrought iron had been tested before being used, by a strain of 23,000 pounds per square inch. Specimens of the wrought iron which were subjugated to the ultimate strain, broke only at from 60,000 to 80,000 pounds per square inch.

C. SHALER SMITH, St. Charles Bridge.

O. CHANUTE, Kansas City Bridge.

J. E. AINSWORTH, Dubuque Bridge.

R. H. TEMPLE, St. Charles Bridge.

J. B. MOULTON, North Missouri Railroad.

D. C. JENNE, Keokuk Canal.

G. H. MORRISON, Kansas City Bridge.

G. H. Nettleton, Chief Engin'r, H. & St. J. R.R.

Tennessee Railroads.

EXTRACT FROM THE MESSAGE OF THE GOVERNOR.

The six railroads in the hands of receivers are indebted to the State on interest account, due July 1, 1868, \$1,120,996 86. The interest of these roads as well as that of the State requires that they shall be sold and the proceeds thereof be applied to the reduction of the State debt.

I would have seized two other roads for failure to pay the July interest, and placed them in the hands of receivers, but that I had learned by experience that to do so would only entail increased burdens upon the State Treasury.

I recommend that no more appropriations be made to railroads, except in those cases where the State has large interest in said roads, and would suffer heavy loss on account of the lack of such appropriations. Of this class are the roads running out, north and south, from Knoxville, and the one extending south from Morristown; and, also, the road of which Hon. Senator Parker is President. These roads, in order to become profitable and productive to the State, will require enough additional appropriations to enable them to complete their lines, so as to connect with other roads now in process of construction. I propose, however, to meet these demands in a way not to increase the liabilities of the State. The plan is this:

Leading gentlemen connected with important railroads largely indebted to the State, are asking for authority to issue second mortgage bonds, with a view of exchanging them for State bonds; thus purchasing State bonds by the avails of these second mortgage bonds, the debt now due by the State would, in like amount, be transferred to these railroad companies, and so the State would be relieved of a burden of several million dollars of debt now resting upon it.

I regard this proposition with approval, and advise its adoption by the Assembly. The payment of the large debts now due from the roads alluded to, and the sale of the roads already in the hands of receivers, would reduce the State's liabilities at least one-third.

This plan, it is seen, would enable the General Assembly not only to reduce materially the State's liabilities, but also to render necessary additional aid to the roads whose completion is demanded by considerations of public economy.

Several of the railroad companies have unsettled accounts with the sinking fund, the State being indebted to them, and they being indebted to the State. It is important that an early settlement of these accounts be had. I recommend, therefore, that the proper action be had by your respective houses to procure the desired settlement with the said railroads.

Since the adjournment of your extraordinary session, the Comptroller has visited New York and made satisfactory arrangements for the payment of the July interest. This fact, together with the result of the late State and Presidential elections, has induced an appreciation of our State bonds and a material depreciation in the price of gold.

The Grand Rapids and Indiana Railroad Company are busy laying the road bed through the village of Kalamazoo, Mich., which they have nearly completed,

Quartermaster General's Report.

The annual report of the Quartermaster General has been submitted to the Secretary of War. From this we learn that the balance of the appropriation to the credit of the department undrawn July 1, 1867, was in round numbers \$19,000,000; the deficiency appropriation for the fiscal year of 1867, was \$12,000,000; the amount credited to appropriations on account of various sales was \$6,000,000, making a total sum subject to the requisitions of the Quartermaster General of \$37,000,000. The expenditures have been \$36,500,000, leaving with the balance of appropriations for 1868, and the appropriations for 1869, of \$14,000,000, nearly \$15,000,000 available for the fiscal year of 1869. The operations connected with the settlement of the Southern railroad accounts are treated of at length. The total debt of these roads for material purchased and interest upon it is \$8,500,000. The payments to September 30, 1868, had amounted to less than \$4,000,000. Sixteen railroads have paid in full, namely:—Petersburg; Virginia Central; Virginia and Tennessee; Mobile and Great Northern; Memphis and Charleston; New Orleans, Jackson, and Great Northern; Mississippi Central; Montgomery and West Point; Rome; Western and Atlantic; Richmond, Fredericksburg and Potomac; Georgia Railroad and Banking Company; Southwestern; Macon and Western; Muscogee, and South Carolina. Many have shown a disposition to discharge their debts faithfully. Some have been obliged to ask for time, but others appear to be holding off in the hope of being relieved by Congress or in some other way from the just debts to which they have pledged their faith and given their bonds to the United States. Nearly two-thirds of the total amount unpaid is the debt of four roads in Tennessee, namely:—Nashville and Chattanooga; Nashville and Northwestern; Memphis, Clarksville and Louisville; East Tennessee and Georgia. In the matter of general railroad transportation, he says that of the sum earned by the Pacific Railroad one-half is paid in cash and one-half credited on the bonds issued to them by Government. Transportation over railroads other than the Pacific lines has been as follows: 90,000 tons of freight at a cost of \$289,221, and 40,000 persons at a cost of \$484,122. The Union Pacific Railroad transported from the 30th of June, 1867, to the 30th of September, 1868, about 20,777 tons of munitions of war, and 7,415 persons, at a cost of \$1,070,655. The Union Pacific Railway, Eastern Division, for the same time, transported 15,570 tons of freight, and 6,395 persons, at a cost of \$531,275. The fleet of transports, 1,000 strong at the close of the war, have been sold or released. Twenty-seven Government vessels of all kinds have been in the service of the department for the whole or part of the year, and thirty-nine vessels of all kinds have been chartered for greater or less time.

The Washington *Intelligencer* says that three parties, numbering in all four or five hundred hands, are working on the branch line of the Baltimore and Potomac Railroad extending from Washington towards Collingwood.

There are said to be upwards of 300 miles of railroad under contract in the State of Maine, the aggregate cost of which will be \$9,000,000.

Coal on the Central Pacific Railroad.

A correspondent, whose letter appears in the San Francisco *Bulletin* of October 19th, notices the discovery of coal near the line of the Central Pacific Railroad, not far from the dividing line of Humboldt and Lander counties. The discovery of coal east of the Sierra is of the greatest moment to the railroad interests which are now assuming such vast importance. Without coal the chief dependence of the Central Railroad would be upon wood taken from the Sierra; and although there is at present an abundance of wood in the mountains, yet for hundreds of miles beyond there is not enough to stock a railroad for any considerable length of time, and a hundred wood-burning locomotives would strip the mountains of all accessible timber at a very rapid rate. The discovery of coal anywhere on the Eastern Slope, or in the great Central Basin, must be of vital consequence to the railroad.

"But there is another interest," says the *Bulletin*, "to be developed by such a discovery. There are vast deposits of silver ores so rebellious that they cannot be worked without the fire process. Mines are idle where assays have been made showing a yield of silver as high as a thousand dollars per ton. If the first smelting can be done on the spot, an important step is taken towards success. The Montezuma metal is now sent down in pigs, containing silver, lead and antimony, which are parted in this city. But this mine is probably not richer than the Sheba, or hundreds of others further south in the Reese River country. Nothing more is wanted than the discovery of an abundance of coal to insure a new era in silver mining in the rich mineral belt which is cut by the railroad. Mount Diablo coal is used for parting silver, lead and antimony, with success in this city. But with tolerable coal near the silver mines and with the improvements which have recently been made in fire processes, the old difficulties in working rebellious ores will disappear. We hear also of other coal discoveries further east, in Wyoming Territory. These will probably be available for the Union Pacific Railroad. Upon the whole, the fuel question is likely to be settled in a satisfactory way. These discoveries are most important just now, not for the amount of coal actually found, but rather as indicating the existence of deposits which may be found in time, sufficient for all railroad and mining purposes."

Resources of National Banks in the South.

The official returns of the National Banks in the Southern States for October, show the following results: Of those in

North Carolina (incl. \$36,000 in specie)	\$2,247,000
South Carolina	2,237,000
Specie	26,000
Georgia	5,757,000
Specie	37,000
Alabama	1,114,000
Specie	37,000
Mississippi (no specie)	148,000
Louisiana	3,781,000
Specie	100,000
Texas, nearly	2,000,000
Specie	218,000
Arkansas	1,029,090
Specie	2,500
Virginia	9,050,006
Specie	83,000

The total amount of United States bonds to secure circulation is \$6,552,000, and of compound interest notes only \$42,000.

The building of the railroad from Norridgewock to Madison, in Somerset Co., Me., has been contracted for and work will be done on it through the winter.

Little Rock and Fort Smith Railroad.

The great activity of the gentlemen interested in this enterprise seems likely to result in the early completion of a railroad from this city to Fort Smith, on the north side of the Arkansas river. In view of the great importance of such an achievement to the state at large, we will be glad to see the enterprise successful. This company organized before the war, and under the congressional land grant in aid of the Cairo and Fulton road and its branches received a like proportion of lands with that company. During the war the grant expired, its terms not having been complied with, but was again revived by the thirty-ninth congress and a large addition was made to the original grant. The lands now held by the company representing this route amount to about 1,000,000 of acres. In any event it is probable that the work on this road will commence early in the coming year and be prosecuted vigorously.

Col. William P. Denckla, who represents the interests of the road, is in our city, and gives an encouraging account of the prospects of the company. Col. Denckla is a man of wide experience in railroad matters and possesses a large influence among capitalists.—*Little Rock Gazette*, Nov. 3.

Debt of Kentucky.

The following is a statement of the debt of this State on the 10th of October, 1868:

Amount of six per cent. debt due and outstanding	\$84,394 00
Amount of the five per cent. debt due and outstanding	16,000 00
Amount of six per cent. bonds unredeemed not due	1,726,500 00
Amount of five per cent. bonds unredeemed not due	160,000 00
Bonds held by the Board of Education	1,632,297 46

Total State debt due Oct. 10, 1868, \$3,619,191 46

Between the 10th of October, 1867, and the 10th of October, 1868, the outstanding bonds of the State have been redeemed to the amount of \$992,008, which expresses the reduction of the permanent debt of the State for the year.

Finances of St. Louis.

The value of property subject to State and County taxes in the City and County of St. Louis is \$144,337,328; increase over last year \$8,121,200; total taxes, \$3,410,949. The valuation of taxable property in the city is \$105,000,000, on which taxes were collected to the amount of \$1,243,755. The total revenue of the city was \$1,814,513; bonded debt of the city, \$12,235,500. The police department of the city cost during the year, \$300,000; fire department, \$152,000; health department, \$220,000; street improvement, \$180,000; street cleaning, \$100,000; the floating debt of the city on October 12th, was \$616,934. The amount so far expended on the new water works, is \$1,812,579.

The Treasurer of Montana reports the population of the Territory on July 1, 1868, at 38,875; total value of real and personal property, \$9,400,000; acres of land in cultivation, 243,427; value of gold and silver, refined and run into bars, \$8,640,000.

Mr. J. B. Hurlburt, Engineer, is now engaged with the Secretary of the Gosford (Ca.) Railway Company, in surveying the proposed route for the wooden railway.

The *Railroad Record* says that Ransom Gardner, of Three Rivers, Mich., is advertising for 500 additional railroad hands to work on the road between Otsego, Allegan and Grand Rapids.

RAILROAD AND CANAL DIVIDEND STATEMENT.

Showing the amount of Stock Outstanding, the Dividend Periods and the date of last Dividend.

Marked thus (*) are leased roads.	Stock outstanding.	Dividend Periods.	Last Dividend Payable.	Marked thus (*) are leased roads.	Stock outstanding.	Dividend Periods.	Last Dividend Payable.	Marked thus (*) are leased roads.	Stock outstanding.	Dividend Periods.	Last Dividend Payable.
Albany & Susquehanna. 100	\$1,774,824			Hartford and New Haven. 100	3,300,000	J. A. J. & O.	Oct. '68 5	Portl., Saco & Portsmouth. 100	\$1,500,000	J. & D.	Jun. '68 3
Allegheny Valley. 50	2,000,000			Hannibal and St. Joseph. 100	1,900,000			Providence & Worcester. 100	1,800,000	J. & J.	July '68 4
Atlanta and West Point. 100	1,232,200	J. & J.	Jan. '68 3	Do. do pref. 100	5,233,830			Raleigh and Gaston. 100	1,000,000		Jul. '68 3
Atlantic & N. Carolina. 100	5,145,225			Hanover Branch, Pa. 50	118,850	M. & N.	Nov. '68 5	Rensselaer and Saratoga. 100	2,000,000	A. & O.	Oct. '68 2
Atlantic & Gt. Western. 50	25,878,923			Housatonic. 100	820,000			Richmond and Danville. 100	2,000,000		
Do. pref. 50	1,919,000			Do. pref. 100	1,180,000	J. & J.	Jan. '68 4	Richmond and Petersburg. 100	847,100		
Atlantic & St. Lawrence. 100	2,494,900	J. & J.	Jul. '68 2	Hudson River. 100	13,937,100	A. & O.	Oct. '68 4	Rich. Fred. and Potomac. 100	1,041,800		
Augusta and Savannah. 100	733,700	J. & J.	Jan. '68 3	Huntingdon & B'd Top. 50	494,380			Rockport. 100	88,400		Nov. '67 2
Baltimore and Ohio. 100	16,153,962	A. & O.	Oct. '68 4	Do. pref. 50	190,750	J. & J.	Jan. '68 4	Rome, Watert. and Ognb. 100	2,400,000	J. & J.	July '68 5
Do. Washington Br. 100	1,860,000	A. & O.	Oct. '68 5	Illinois Central. 100	23,415,780	F. & A.	Aug. '68 5	Rutland preferred. 100	2,040,000	F. & A.	Aug. '68 3
Baltimore City Passenger. 100	670,000			Indianapolis, Cin. & Lafay. 50	6,188,997	M. & S.	Sep. '67 4	St. L., Alt. and T. Haute. 100	2,300,000		
Bay de Noquet & Marq. 100	1,250,000	A. & O.	Apr. '68 3	Jefferson, Mad. & Ind. 100	2,000,000	J. & J.	Jan. '68 5	Do. pref. 100	2,040,000	Annual.	May '68 7
Bellefontaine line. 100	4,420,000	F. & A.	Feb. '68 3	Joliet and Chicago. 100	1,500,000	J. A. J. & O.	Oct. '68 12	St. L., Jack'nv. and Chic'o. 100	1,469,429		
Bolvidere Delaware. 100	996,250			Joliet & North. Indiana. 100	300,000	J. & J.	July '68 4	Sandusky and Cincinnati. 100	2,089,000		
Berkshire. 100	600,000	J. A. J. & O.	Oct. '68 12	Lackawanna & Bloomsb. 50	1,335,000			Do. pref. 100	445,566	M. & N.	Nov. '68 3
Boston & Corning. 50	250,000	J. & D.	Dec. '68 2	Leeds and Farmington. 50	1,250,000			Sand, Mansf. and Newark. 100	901,241		
Boston and Albany. 100	13,725,100	J. & J.	Jul. '68 5	Lehigh and Mahanoy. 50	2,158,565	J. & J.	Jan. '68 6	Savannah and Charleston. 100	1,000,000		
Boston and Chelsea. 100	110,000	A. & O.	Oct. '68 4	Lehigh and Susquehanna. 50	8,739,800	M. & N.	M'y. '67 5	Schuylkill and Susqueh. 50	1,269,150		
Boston, Concord & Mont. 100	459,000			Lehigh Valley. 50	10,731,400	J. A. J. & O.	Oct. '68 2	Second and Third St. (Ph.) 50	203,757	J. & J.	Jul. '68 2
Do. do. pref. 100	1,340,400	M. & N.	Nov. '68 3	Lehigh Luzerne. 50	344,650	J. & J.	Jan. '68 4	Schuylkill Valley. 50	678,000	J. & J.	Jul. '68 2
Boston and Lowell. 600	1,891,500	J. & D.	Jun. '68 4	Lexington & Frankfort. 100	514,646	J. & J.	July '68 3	Seaboard and Roanoke. 100	678,000		
Boston and Maine. 100	4,076,974	J. & J.	July '68 5	Little Miami. 100	3,572,400	J. & D.	Dec. '67 4	Second Avenue (N. Y.). 100	860,200	A. & O.	Oct. '66
Boston and Providence. 100	3,360,000	J. & J.	July '68 4	L. M. & C. and X. (Joint). 100	1,804,397	J. & D.	Jan. '68 3	Shamokin V. and Pottsv. 50	869,450	F. & A.	Aug. '68 3
Broadway (Boston). 50	325,000	J. A. J. & O.	Oct. '68 2	Little Schuylkill. 100	2,640,100	J. & J.	Jan. '68 2	Shore Line. 100	636,200	J. & J.	Jul. '68 3
Broadway & 7th Av. (N. Y.) 100	2,100,000	J. & J.	Jul. '67 5	Lomb. and South St. (Ph.) 25	90,000			Sixth Avenue (N. Y.). 100	750,000		Nov. '67 5
Brooklyn City. 100	1,000,000	F. & A.	Aug. '68 3	Long Island. 50	3,000,000	F. M. A. N.	Aug. '66 2	Somerville. 100	75,000	M. & N.	Nov. '68 3
Brooklyn City & New'n. 100	899,800			Long Branch & Sea Shore. 50	95,194			South Carolina. 100	5,819,275		
Buffalo, Bradford & Pitts. 100	1,100,000			Louisv. Cin. and Lex. pr. 100	211,122	J. & J.	Jul. '68 4	South Shore. 100	259,685		Jul. '68 5
Buff. New York & Erie. 100	950,000	M. & N.	N. '68 3	Louisville and Frankfort. 50	1,109,694	J. & J.	July '68 3	South Western, Georgia. 100	3,203,400	F. & A.	Aug. '68 4
Buffalo and Erie. 100	5,000,000	F. & A.	Aug. '68 4	Louisville and Nashville. 100	7,889,186	F. & A.	Aug. '68 4	Staten Island. 100	600,000	J. & J.	Jul. '67 4
Cambridge Horse (Boston). 100	7,721,412	F. & A.	Oct. '68 5	Louisv. N. Alb. & Chicago. 100	2,900,000			Stony Brook. 100	267,300	M. & N.	M'y. '68 2
Camden and Amboy. 100	600,000			Lowell and Lawrence. 100	200,000	A. & O.	Oct. '68 3	Stenberville and Indiana. 100	1,983,141		
Camden and Atlantic. pref. 50	331,000			Macon and Western. 100	1,500,000			Stockbridge & Pittsfield. 100	445,700		
Camden & Burlington Co. 100	721,926	J. & J.	Jul. '68 3	Mahanoy & B'd Mount'n. 50	1,976,918			Summit Branch. 50	250,000	J. & J.	Jul. '68 3
Cape Cod Branch. 50	147,000	J. & D.	Dec. '68 3	Maine Central. 100	1,600,860			Syr., Bingham. and N. Y. 100	1,314,130		
Cape May and Millville. 100	1,100,000			Manchester & Lawrence. 100	1,000,000	M. & N.	Nov. '68 5	Taunton Branch. 100	250,000	J. & J.	Jul. '68 4
Catawissa. 50	2,000,000	M. & N.	Nov. '68 3	Marietta & Cincinnati. 100	3,618,374			Tennessee and Alabama. 100	595,922		
Catawissa, pref. 50	589,110			Do. 1st pref. 50	6,586,138	M. & S.	Sep. '66 3	Terre Haute and Indiana. 50	1,983,150	J. & J.	Jul. '68 6
Cayuga & Susquehanna. 50	6,686,500	J. & J.	Jul. '68 4	Do. 2d pref. 50	4,051,744	M. & S.	Sep. '66 3	Third Avenue (N. Y.). 100	1,750,000		
Central of Georgia. 100	13,768,000	J. & J.	Jul. '68 4	Memphis and Charleston. 100	5,312,725	M. & S.	Mar. '68 3	Thirteenth and Fif. (Ph.). 50	2,700,000	J. & J.	Jan. '68 1
Central of New Jersey. 100	2,600,000	J. & D.	Jun. '68 3	Memphis and Ohio. 100	570,000			Tol., Peoria and Warsaw. 100	1,700,000		
Central Ohio. 100	400,000	J. & D.	Jun. '68 3	Metropolitan (Boston). 100	1,250,000	J. & J.	July '68 5	Do. (E. D.) pref. 100	1,000,000		
Do. pref. 100	970,000			Michigan Central. 100	8,477,366	J. & J.	Jul. '68 5	Do. (W. D.) pref. 100	1,000,000		
Gen. Park, N. & E. River. 100	380,000			Mieh. So. & North. Ind. 100	10,050,400	August.		Tol., Wabash and West. 100	5,700,000		
Chemung. 100	2,017,825	Annual.		Do. guaranteed. 100	688,400	F. & A.	Feb. '68 5	Do. pref. 100	1,000,000	M. & N.	M'y. '68 3
Cheshire, preferred. 100	3,885,643	M. & S.	Sep. '68 5	Middlesex (Boston). 100	400,000			Troy and Boston. 100	607,111		
Chicago and Alton. 100	2,455,576	M. & S.	Mar. '68 5	Mill Creek and Minehill. 50	323,375	J. & J.	July '68 5	Troy and Greenbush. 100	274,400	J. & D.	Jun. '67 3
Chicago, Burl. & Quincy. 50	12,500,000			Millville and Glassboro'. 100	405,020	F. & A.	Aug. '67 6	Union Transport'n (Bos.). 100	200,000		
Chicago, Iowa & Nebras. 100	2,000,000			Millw. & Prairie du Chien. 100	2,996,081			Union (Phila.). 50	291,475	J. & J.	Jul. '68 3
Chicago and Milwaukee. 100	2,227,000			Do. 1st pref. 100	3,214,250	Annual.		Utica and Black River. 100	834,400	J. & J.	Jul. '68 4
Chicago & N. Western. 100	14,556,576	June	Jun. '68 10	Do. 2d pref. 100	1,014,000	Annual.		Vermont and Canada. 100	2,500,000	J. & D.	Dec. '68 4
Chisago, R. I. & Pacific. 100	16,356,287	June	Jun. '68 10	Milw. & St. Paul. 100	5,496,855	J. & J.	Jan. '67 5	Vermont Central. 100	5,000,000		
Cin. Ham. & Dayton. 100	3,521,664	Sept.	Sep. '68 5	Do. pref. 100	8,050,892	J. & J.	Jan. '67 5	Vermont and Massachusetts. 100	2,500,000	J. & J.	Jun. '68 1
Cincinnati City Passenger. 100	1,078,346	J. & J.	Jan. '68 2	M. Hill & Schuylk. Haven. 50	2,775,000	J. & J.	Jul. '68 4	Vicksburg and Meridian. 100	357,408		
Cincinnati & Zanesville. 50	192,750	J. & J.	Jul. '68 6	Mobile and Ohio. 100	3,762,400			Virginia Central. 100	3,355,679		
Citizens' Passenger (Phila.). 100	10,450,000	F. & A.	Aug. '68 4	Montgomery & W. Point. 100	1,644,104	J. & D.	Dec. '67 4	Virginia and Tennessee. 100	5,497,701		
Clev., Col., Cin. & Ind. 100	2,058,400	M. & N.	N. '68 3	Morris and Essex. 50	3,615,550	F. & A.	F. '67 3	Western Union. 100	2,707,693		
Cleveland & Mahoning. 50	8,750,000	J. & J.	Jul. '68 3	Mt. Carbon & Pt. Carbon. 50	282,550	J. & J.	Jul. '68 6	West Jersey. 100	804,150		Aug. '68 4
Cleveland & Ashba. 50	5,424,091	J. & J.	Oct. '68 2	Nashua and Lowell. 100	720,000	M. & N.	Nov. '68 5	West Philadelphia. 50	249,100	J. & J.	Jul. '68 5
Cleveland and Toledo. 50	5,000,000	J. & J.	Jul. '68 3	Nashville & Chattanooga. 100	2,086,544	F. & A.	Aug. '68 4	Wilm. and Manchester. 100	1,147,018		
Col. Ohi. & Indiana Cen. 100	11,420,000			Naugatuck. 100	1,436,000	F. & A.	Aug. '68 5	Wilm. and Weldon. 100	1,463,775		
Columbus and Xenia. 100	1,786,200	J. & J.	Jan. '68 4	New Bedford & Taunton. 100	500,000	J. & J.	Jul. '68 4	Warren. 100	1,547,650		
Concord. 100	1,500,000	M. & N.	Nov. '68 3	New Haven & N. London. 100	738,588			Worcester and Nashua. 75	1,522,500	J. & J.	Jul. '68 4
Concord & Portsmouth. 100	350,000	J. & D.	Jun. '68 3	N. Haven & Northampton. 100	1,344,000	J. & J.	Jan. '68 3				
Coney Island & Brooklyn. 100	600,000			New Jersey. 100	6,000,000	F. & A.	Aug. '68 5				
Conn. & Passump. Rivers. 100	139,000	J. & J.	Jul. '68 3	New London Northern. 100	895,000	M. & S.	Mar. '68 4				
Do. do. pref. 100	1,822,100	J. & J.	Jul. '68 3	New York Central. 100	28,537,000	F. & A.	Aug. '68 4				
Connecticut River. 100	1,700,000	J. & J.	Jul. '68 5	New York and Harlem. 50	6,285,050	F. & A.	Jul. '68 4				
Cumberland Valley. 100	1,316,900	A. & O.	Apr. '68 4	Do. pref. 50	1,000,000	J. & J.	Jul. '68 4				
Danbury and Norwalk. 100	400,000			N. Y., Provid. & Boston. 100	6,000,000	J. & J.	Jul. '68 5				
Dayton and Michigan. 100	2,392,361	J. & J.	Jul. '68 3	N.Y. Bridge & Canada. 100	1,000,000	J. & J.	Jul. '68 3				
Delaware. 50	594,280	J. & J.	Jul. '68 5	Ninth Avenue. 100	707,400						
Del., Lackaw. & Western. 50	13,386,020	J. & J.	Jul. '68 5	North Carolina. 100	4,000,000						
Des Moines Valley. 100	1,820,200			Northern Central. 50	4,843,900	F. M. A. N.	Nov. '68 2				
Detroit & Milwaukee. 100	1,047,350			North Eastern (S. C.) pref. 100	155,000						
Do. do. pref. 100	1,500,000			Northern of N. Hampsh. 100	3,064,000	J. & D.	Dec. '68 4				
D. Dock, E. B'dw. & Bat. 100	1,200,000			Northern of N. Jersey. 100	159,100						
Dubuque and Sioux City. 100	1,673,641			North Pennsylvania. 50	3,150,150						
Do. do. pref. 100	1,987,351			Norwich & Worcester. 100	2,363,600	J. & J.	Jul. '68 3				
Eastern (Mass.). 100	3,883,300	J. & J.	Jul. '68 4	Ogdensb. & L. Champl'n. 100	3,024,000	F. & A.	Feb. '68 3				
Eastern (N. H.). 100	492,500	J. & J.	Jul. '68 4	Do. pref. 100	1,037,000	A. & O.	Oct. '68 4				
East Pennsylvania. 50	654,900			Ohio and Mississippi. 100	20,000,000						
East Tenn. and Georgia. 100	2,362,730			Do. pref. 100	3,500,000	J. & D.	Dec. '68 3				
East Tenn. and Virginia. 100	667,800			Oil Creek & Allegheny R. 50	4,259,000	J. A. J. & O.	Oct. '68 2				
Eight Avenue (N. Y.). 100	1,000,000	J. A. J. & O.	Jan. '68 4	Old Colony & Newport. 100	4,848,320	J. & J.	July '68 3				
Elm., Jeffers. & Canad. 100	500,000	F. & A.	Aug. '68 2	Orange and Newark. 100	281,550						
Elmira & Williamsport. 50	500,000	M. & N.	Nov. '68 2	Oswego and Syracuse. 50	482,400	F. & A.	Aug. '68 4				
Do. do. pref. 50	500,000	J. & J.	Jul. '68 3	Pacific of Missouri. 100	5614,515						
Erie Railway. 100	39,500,000	F. & A.	Feb. '66 4	Panama. 100	7,000,000	J. A. J. & O.	Oct. '68 6				
Do. pref. 100	8,539,910	Annual.		Paterson and Ramapo. 100	248,500	J. & J.	Jul. '68 2				
Erie & Pittsburgh. 50	84,300			Paterson and Hudson River. 100	635,000	J. & J.	Jul. '68 4				
Evansville & Crawfordsv. 100	1,143,445	J. & J.									

RAILROAD EARNINGS—MONTHLY.

	January.	February.	March.	April.	May.	June.	July.	August.	September.	October.	November.	December.	Total.
Atlantic and Great Western:													
1864.....	150,713	164,435	166,493	194,992	200,807	265,626	295,512	356,408	401,103	357,228	353,344	328,828	3,255,492
1865.....	347,211	432,340	355,045	472,493	410,800	493,882	506,584	541,481	675,446	624,243	576,365	582,535	5,825,355
1866.....	475,641	433,279	385,991	412,521	464,307	483,243	466,898	568,589	553,150	599,070	474,056	388,573	5,090,119
1867.....	380,190	489,555	407,018	465,102	383,396	400,530	461,879	483,177	483,917	474,134	360,641	5,167,371	5,167,371
1868.....	404,467	393,251	408,847	388,654	355,255	359,184	343,325	413,484	480,430	456,886	.....	.....	.....
Chicago and Alton:													
1863.....	109,850	101,355	104,372	122,084	132,301	145,542	149,137	157,948	170,044	170,910	156,869	153,294	1,673,706
1864.....	154,418	195,803	162,723	178,786	206,090	224,257	312,165	354,554	320,879	307,803	252,015	2,770,484	2,770,484
1865.....	280,503	275,283	299,063	258,480	322,278	355,270	355,985	409,251	401,290	357,950	307,919	236,824	3,840,092
1866.....	226,153	222,241	290,111	209,249	329,851	371,544	321,597	387,269	322,638	300,223	323,030	271,247	3,095,153
1867.....	343,787	187,832	235,961	282,165	335,510	342,358	354,244	415,982	408,999	426,752	359,102	330,169	3,892,861
1868.....	259,539	296,496	261,599	270,386	341,181	373,461	405,610	570,353	488,155	480,212	.....	.....	.....
Chicago, Rock Island and Pacific:													
1863.....	140,024	130,225	122,512	126,798	144,905	170,937	139,142	160,306	210,729	216,030	196,435	201,134	1,959,267
1864.....	158,753	175,482	243,150	185,013	198,679	243,178	224,980	307,874	375,860	324,865	336,617	321,037	3,095,470
1865.....	305,554	246,351	280,403	196,580	234,612	321,818	244,121	306,231	389,489	307,523	270,073	201,779	3,313,514
1866.....	241,395	183,365	257,230	209,099	277,006	306,093	238,926	317,977	400,941	428,474	345,028	290,208	3,466,922
1867.....	292,047	224,621	272,454	268,369	297,625	276,681	297,513	444,024	596,403	599,649	442,275	377,053	4,368,614
1868.....	308,587	297,464	276,431	288,700	308,891	366,200	329,800	478,600	544,900	559,900	.....	.....	.....
Chicago and Northwestern:													
1863.....	.....	.....	.....	.....	.....	366,100	281,334	296,169	473,186	551,122	435,945	407,688	2,811,544
1864.....	273,876	317,839	399,355	421,363	466,830	555,145	480,710	519,306	609,605	729,759	716,378	563,400	6,114,566
1865.....	541,005	482,164	499,296	468,358	585,623	747,942	702,691	767,508	946,707	932,683	754,671	547,842	7,976,490
1866.....	523,566	399,917	523,745	537,519	858,948	925,983	808,524	797,475	1,000,086	1,200,216	1,010,892	712,359	9,299,430
1867.....	696,147	574,664	763,398	774,279	895,712	893,658	888,214	1,063,236	1,448,942	1,541,057	1,211,530	879,900	11,632,737
1868.....	724,890	807,478	850,193	1,094,598	1,211,150	1,167,544	1,091,466	1,268,831	1,518,483	1,574,906	.....	.....	.....
Erie:													
1862.....	600,097	601,595	638,006	626,070	587,416	528,842	595,024	615,962	756,421	885,136	902,906	963,859	8,400,334
1863.....	846,085	839,949	956,445	948,059	848,783	770,148	731,243	687,092	810,801	965,294	1,024,649	1,035,321	10,469,481
1864.....	984,837	934,133	1,114,508	1,072,293	1,041,975	994,317	1,105,364	1,301,003	1,222,568	1,224,909	1,354,217	1,342,645	13,429,645
1865.....	1,001,007	947,146	1,256,566	1,458,455	1,133,461	1,177,372	1,202,180	1,331,046	1,336,615	1,438,089	1,522,472	1,429,705	15,434,775
1866.....	1,185,746	1,070,917	1,153,441	1,101,632	1,243,636	1,208,243	1,298,400	1,416,101	1,476,244	1,476,001	1,416,116	1,449,116	14,596,413
1867.....	906,759	917,639	1,139,528	1,217,143	1,122,140	1,118,731	1,071,312	1,239,024	1,444,745	1,498,716	1,421,881	1,041,646	14,139,294
1868.....	1,031,320	901,752	1,136,994	1,263,742	1,103,612	1,089,605	1,093,043	.....	.....	.....	.....	.....	.....
Illinois Central:													
1862.....	190,130	236,637	181,084	191,648	206,246	269,282	261,079	352,786	414,543	410,336	372,593	359,463	3,445,827
1863.....	259,944	271,085	275,643	289,224	354,687	407,992	343,929	511,305	478,576	496,433	437,679	424,531	4,571,028
1864.....	327,900	416,588	459,762	423,797	406,373	510,100	423,578	640,179	799,236	661,391	657,141	603,402	6,329,447
1865.....	571,536	528,972	616,065	516,609	460,573	617,682	578,403	747,469	739,736	641,589	643,887	518,088	7,181,208
1866.....	603,053	505,266	505,465	411,005	569,230	507,679	480,626	578,253	617,348	661,971	588,219	504,066	6,546,741
1867.....	672,130	624,871	417,071	440,271	477,027	516,493	525,242	709,327	738,530	823,901	727,810	613,329	7,160,992
1868.....	572,364	631,224	462,517	538,077	579,500	621,685	576,458	764,138	875,500	901,631	.....	.....	.....
Marietta and Cincinnati:													
1865.....	96,672	87,791	93,763	78,607	76,248	107,525	104,608	115,184	125,252	116,495	116,146	105,767	1,224,058
1866.....	90,411	85,447	84,351	81,181	96,388	103,373	98,043	106,921	104,866	113,504	112,952	123,802	1,201,239
1867.....	94,136	78,976	92,910	92,768	90,526	96,535	106,594	114,716	121,217	142,823	132,387	123,383	1,286,971
1868.....	92,433	81,599	98,482	108,461	95,416	95,924	108,413	126,556	121,519	125,065	.....	.....	.....
Michigan Southern & Northern Indiana:													
1863.....	248,784	230,508	257,227	268,613	264,935	241,236	189,145	238,012	308,106	375,567	332,360	348,048	3,302,543
1864.....	304,440	338,454	330,651	207,126	316,258	278,891	358,862	402,219	407,107	448,934	441,806	412,152	4,120,152
1865.....	363,996	366,361	413,974	365,180	351,489	387,095	301,613	418,575	486,808	524,700	495,072	351,790	4,826,727
1866.....	312,846	277,234	412,715	413,970	418,024	384,684	338,858	384,401	429,177	496,655	429,546	352,218	4,650,328
1867.....	305,857	311,088	395,372	409,248	357,749	397,968	313,130	434,318	488,388	530,871	429,785	380,064	4,663,808
1868.....	362,021	339,335	381,497	455,983	400,486	393,550	301,495	435,781	512,523	532,061	.....	.....	.....
Michigan Central:													
1862.....	230,159	159,058	151,902	175,696	186,039	174,002	172,189	216,624	295,956	322,369	307,474	258,634	2,650,702
1863.....	242,073	245,858	236,452	238,495	236,433	206,221	193,328	215,449	308,168	375,488	339,794	306,186	3,168,065
1864.....	252,435	278,848	348,802	338,276	271,553	265,780	263,244	346,781	408,445	410,802	405,510	376,470	3,970,946
1865.....	306,324	279,137	344,228	337,241	401,436	365,063	329,105	413,501	476,661	400,694	447,670	328,870	4,520,550
1866.....	282,539	295,790	337,158	343,737	355,196	335,083	324,986	359,646	429,161	493,640	414,664	308,669	4,260,115
1867.....	304,096	336,061	375,210	362,785	333,952	284,977	313,021	398,995	464,773	506,296	412,934	330,373	4,371,073
1868.....	343,316	304,315	320,890	415,758	369,236	325,501	321,013	392,942	456,978	511,820	.....	.....	.....
Milwaukee and St. Paul:													
1867.....	319,763	240,755	261,143	316,266	401,900	369,356	365,412	350,565	751,738	1,101,771	775,616	438,323	5,683,608
1868.....	368,487	350,884	333,281	435,629	505,718	458,094	423,247	522,545	1,023,520	1,037,434	.....	.....	.....
New York Central:													
1862.....	749,163	631,956	710,814	770,223	736,114	610,417	749,571	762,841	892,744	1,018,375	968,228	1,002,798	9,693,244
1863.....	920,272	790,167	867,590	911,397	839,126	841,165	818,512	840,450	1,079,551	1,041,522	1,045,401	1,157,818	11,089,853
1864.....	1,105,664	921,831	1,059,028	1,105,664	1,004,435	1,029,736	1,065,793	1,273,117	1,450,076	1,227,113	1,187,505	1,116,829	13,357,709
1865.....	1,067,869	613,381	955,659	1,346,734	1,255,521	1,132,701	1,162,024	1,495,752	1,524,434	1,526,839	1,486,356	1,177,858	14,576,123
1866.....	1,086,900	896,887	1,135,745	1,190,491	1,170,415	1,084,533	1,135,461	1,285,911	1,480,929	1,530,518	1,211,108	935,857	14,143,215
1867.....	1,001,571	845,853	1,075,773	1,227,286	1,093,731	934,536	1,101,693	1,388,915	1,732,673	.....	.....	.....	.....
Ohio and Mississippi:													
1864.....	210,329	260,466	309,261	269,444	224,963	223,242	208,177	302,596	332,400	278,006	346,243	275,950	3,311,077
1865.....	259,223	239,139	313,914	271,527	290,916	304,463	349,285	344,700	350,348	372,618	412,553	284,319	3,793,005
1866.....	267,541	246,109	326,236	277,424	283,130	255,925	247,262	305,454	278,701	310,762	302,426	281,613	3,380,583
1867.....	242,793	219,065	279,647	284,									

NATIONAL AND STATE SECURITIES.

[illegible]

AMERICAN RAILROAD BOND LIST.

An Asterisk (*) affixed to rate of interest signifies "Payable in Coin."

Description of Bonds.	Amount.	Rate.	Interest Payable.		Due.	Price.	Description of Bonds.	Amount.	Rate.	Interest Payable.		Due.	Price.
			When.	Where.						When.	Where.		
Adirondack:							Camden and Burlington County:						
1st Mortgage.....	\$915,000	7	Jan. & July.	New York.	1886	....	1st Mortgage of 1867 for \$350,000	\$259,000	6	Feb. & Aug.	Philadelphia.	1897	90 1/2
Alabama and Florida:							Cape Cod Central:						
1st Mortgage.....	300,000	7	Jan. & July.	New York.	1867	....	1st Mortgage.....	125,000	6	— & —	Boston.	18—	....
Land Mortgage.....	550,000	7	—	—	1887	....	Cape May and Millville:						
3d Mortgage.....	300,000	7	April & Oct.	"	1871	....	1st Mortgage.....	200,000	7	— & —	New York.	18—	....
Interest Coupon.....	304,101	7	Jan. & July.	"	1876	....	Catawissa:						
Albany and Susquehanna:							1st Mortgage.....	262,000	7	Feb. & Aug.	Philadelphia.	1882	....
1st Mortgage.....	1,000,000	7	Jan. & July.	New York.	1893	....	Cedar Falls and Minnesota:						
Albany City Loan.....	1,000,000	6	May & Nov.	"	1895	....	1st Mort. (C. F. to Waver. 14 m.)	294,000	7	April & Oct.	New York.	1885	....
2d Mortgage for \$2,000,000	639,000	7	April & Oct.	"	1885	....	1st Mort. (W. to Minn. L. 69 m.)	1,407,000	7	Jan. & July.	"	1887	....
Allegheny Valley:							Cedar Rapids and Missouri River:						
1st Mortgage.....	7	7	April & Oct.	Pittsburg.	1891	....	1st Mortgage.....	7	7	— & —	New York.	1916	92
1st Mortgage (Extension).....	7	7	—	—	18—	....	Central Branch Union Pacific:						
Androscoggin:							1st Mort. (Atchison & Pike's P.)	1,600,000	6	May & Nov.	New York.	1895	....
1st Mortgage.....	415,000	6	June & Dec.	Portland.	1877	....	2d Mortgage Govern't subsidy.	1,000,000	6	Jan. & July.	"	1895	....
Ashuelot:							Central of Georgia:						
1st Mortgage.....	150,000	6	Jan. & July.	Keene.	1861	....	1st Mortgage.....	786,000	7	March & Sept.	Savannah.	1875	98
Atlantic and Great Western:							Central of New Jersey:						
1st Mortgage (New York).....	886,000	7	April & Oct.	London.	1879	....	1st Mortgage.....	900,000	7	Feb. & Aug.	New York.	1870	102
1st Mortgage (Pennsylvania).....	2,151,500	7	—	—	1877	....	2d Mortgage.....	600,000	7	May & Nov.	"	1875	100 1/2
1st Mortgage (Ohio).....	3,740,000	7	—	—	1876	....	Central Ohio:						
1st Mortgage (Franklin Branch)	349,000	7	June & Dec.	London.	1882	....	1st Mortgage.....	2,500,000	6	March & Sept.	New York.	1890	85 1/2
1st Mortgage (Buffalo Extension)	1,382,000	7	April & Oct.	"	1884	....	Central Pacific of California:						
1st Mortgage (Silver Creek Br.)	200,000	7	March & Sept.	"	1884	....	1st Mortgage (on 725 m.) free	15,000,000	6	Jan. & July.	New York.	1896	103
2d Mortgage (New York).....	761,000	7	April & Oct.	New York.	1881	....	2d Mortgage (paid by Cal.)	1,500,000	7	"	"	1885	111
2d Mortgage (Pennsylvania).....	757,500	7	—	—	1882	....	Convertible bonds.....	1,500,000	7	"	"	1883	111
2d Mortgage (Ohio).....	2,653,000	7	Jan. & July.	"	1883	....	National Loan.....	15,000,000	6	"	"	1895	....
Consolidated Mortgage.....	17,105,000	7	April & Oct.	"	1895	....	Charleston and Savannah:						
Atlantic and Gulf:							1st Mortgage (guar by S. Car.)	505,000	6	March & Sept.	Charleston.	1877	40
1st Mortgage (S. A. & G. R. R.)	300,000	7	April & Oct.	Savannah.	18—	....	Charlotte and South Carolina:						
1st Mort. (A. & G. R. R. No. 7 to T.)	500,000	7	—	—	18—	....	1st Mortgage for \$500,000	334,000	7	Jan. & July.	New York.	var.	62
1st Mort. (A. & G. R. R. S. No. 7)	500,000	7	—	—	18—	....	Cheraw and Darlington:						
1st Mortgage (Bainbridge Ext.)	500,000	7	—	—	18—	....	1st Mortgage.....	150,000	7	— & —	Charleston.	1870	....
Consol. Mort. (\$2,000,000) free	—	7	Jan. & July.	"	1897	....	2d Mortgage.....	75,000	7	— & —	"	1868	....
Atlantic and St. Lawrence:							Cheshire:						
Portland City Loan (skg fund)	1,500,000	6	Various.	B. & N. Y.	'68-'70	....	Company bonds.....	672,200	6	Jan. & July.	Boston.	'75-'80	93
2d Mortgage.....	1,499,992	6	April & Oct.	Portland.	1866	....	Chester Valley:						
Sterling Loan.....	484,000	6	May & Nov.	London.	1878	....	1st Mortgage.....	500,000	7	May & Nov.	Philadelphia.	1872	51 1/2
Baltimore and Ohio:							Chicago and Alton:						
Loan of 1834.....	821,261	6	J. A. J. & O.	Baltimore.	1867	....	1st Mortgage, pref. sinking fund.	444,000	7	May & Nov.	New York.	1877	100 1/2
Loan of 1855.....	894,250	6	Jan. & July.	"	1875	95	1st Mortgage.....	2,400,000	7	Jan. & July.	"	1893	101
Loan of 1850.....	602,000	6	—	—	1880	95	Income bonds (2d Mortgage).....	1,100,000	7	April & Oct.	"	1883	88
Loan of 1853.....	1,744,500	6	April & Oct.	"	1885	94	Chicago, Burlington and Quincy:						
Baltimore City Loan of 1855.....	5,000,000	6	Jan. & July.	"	1890	....	Trust Mortgage.....	3,078,000	8	Jan. & July.	New York.	1883	112
Northwestern Va. R. R. 2d Mort.	493,000	6	—	—	1873	....	Trust Mortgage, convertible	150,000	8	"	"	1883	....
Northwestern Va. R. R. 3d Mort.	201,000	6	—	—	1885	....	2d Mortgage.....	941,000	4 1/2	July.	Frankfort.	1890	....
Bay de Noquet and Marquette:							Company bonds.....	680,000	7	March & Sept.	New York.	1890	....
1st Mortgage.....	250,000	7	Jan. & July.	New York.	18—	....	Chicago, Cincinnati and Louisv.:						
Bellefontaine:							1st Mortgage for \$1,000,000.....	400,000	7	Jan. & July.	New York.	1887	....
1st Mortgage (B. and Ind. R.R.)	1,225,000	7	Jan. & July.	New York.	'70-'90	....	Chicago and Great Eastern:						
2d Mortgage.....	483,000	7	—	—	1870	....	1st Mortgage.....	5,600,000	7	April & Oct.	New York.	1895	73
Bellefonte and Snow Shoe:							1st Mortgage (convertible).....	7	7	—	"	1895	....
1st Mortgage.....	99,000	6	Jan. & July.	Philadelphia.	18—	....	Chicago, Iowa and Nebraska:						
Belvidere Delaware:							1st Mortgage.....	1,110,000	7	— & —	New York.	1881	....
1st Mortgage (guar. by C. & A.)	1,000,000	6	June & Dec.	New York.	1867	....	Chicago and Milwaukee (45 m.)						
2d Mortgage (guar. by C. & A.)	500,000	6	March & Sept.	Princeton.	1885	84	1st Mortgage (C. and N. W.)	397,000	7	May & Nov.	New York.	1874	90
3d Mortgage (guar. by C. & A.)	745,000	6	Feb. & Aug.	"	1877	80	3d Mortgage (" ")	37,900	7	Feb. & Aug.	"	1870	....
Blue Ridge, S. Car.:							Chicago and Northwestern:						
1st Mortgage of \$2,500,000	204,000	7	Jan. & July.	Charleston.	1884	....	Pref. sinking fund b'ds (193 m.)	1,249,500	7	Feb. & Aug.	New York.	1885	97
Boston, Clinton and Fitchburg:							Funded Coupons.....	755,000	7	May & Nov.	"	1883	91 1/2
1st Mort. (Agricultural Br. R.R.)	100,000	6	Jan. & July.	Northboro'.	1875	....	General 1st Mortgage.....	3,595,500	7	Feb. & Aug.	"	1885	90
1st Mortgage (B., C. and F. R.R.)	300,000	6	—	—	1886	....	1st Mortgage, Appleton Ext.....	184,000	7	"	"	1885	92
Boston, Concord and Montreal:							1st Mortgage, Green Bay Ext.....	300,000	7	"	"	1885	....
1st Mort. (Conc. to War. 71 m.)	200,000	7	Feb. & Aug.	New York.	1865	....	Equipment Bonds.....	133,000	7	April & Oct.	"	1874	....
2d Mort. conv. (1st M. on 22 1/2 m.)	100,000	6	Jan. & July.	Boston.	1870	....	Mississippi River Bridge Bonds	200,000	7	Jan. & July.	"	1884	....
2d Mort. conv. (1st M. on 22 1/2 m.)	250,000	7	—	—	1870	....	Elgin and State L. purchase b'ds	189,000	6	"	"	1878	....
Sinking Fund Mortgage.....	500,000	6	—	—	1889	....	Consolidated sinking fund bonds	3,422,000	7	F. M. A. & N.	"	1915	92 1/2
Boston, Hartford and Erie:							Equipment Bonds.....	1,925,000	10	May & Nov.	"	'68-'71	....
1st Mortgage (old).....	600,000	7	March & Sept.	Boston.	1884	82 1/2	1st Mort. (Gal. & Chic. U. R. R.)	1,919,000	7	Feb. & Aug.	"	1882	101
1st Mortgage (new).....	3,900,000	7	Jan. & July.	"	1899	64 1/2	2d Mort. (Gal. & Chic. U. R. R.)	1,029,000	7	May & Nov.	"	1875	....
Boston and Lowell:							1st Mortgage (Peninsula R.R.)	1,075,000	7	March & Sept.	"	1898	....
Company bonds (no mortgage)	440,000	6	Jan. & July.	Boston.	1873	....	1st Mort. (Chi. & Mil. R. W. 85 m.)	1,098,000	7	Jan. & July.	"	1898	90
Company bonds (no mortgage)	200,000	6	April & Oct.	"	1879	98	1st Mortgage (Beloit & Mad. R.)	372,000	7	"	"	1888	....
Company bonds (no mortgage)	304,600	6	—	—	1887	....	Chicago, Rock Island and Pacific:						
Boston and Providence:							1st Mortgage (C. & R. I. R.R.)	1,397,000	7	Jan. & July.	New York.	1870	102 1/2
Company bonds (no mortgage)	94,382	6	April & Oct.	Boston.	'68-'77	....	1st Mort. (C., R. I. and P. R. R.)	6,699,000	7	"	"	1896	94 1/2
Buffalo, Bradford and Pittsburg:							Cin. & Chic. A.L. (C.C. & I.C.R.R.):						
1st Mortgage.....	1,766,000	7	Jan. & July.	New York.	1886	....	1st Mortgage.....	7	7	Feb. & Aug.	New York.	1890	....
Buffalo, Corry and Pittsburg:							Sinking Fund.....	7	7	May & Nov.	"	1886	....
1st Mortgage (B., C. & P. of Pa.)	100,000	7	Jan. & July.	Pittsburg.	18—	....	Cincinnati, Dayton and Eastern:						
1st Mort. (Buff. & O.C. Cross-cut)	600,000	7	—	—	18—	....	1st Mortgage.....	465,000	7	Feb. & Aug.	New York.	1896	....
Buffalo and Erie:							Cincinnati, Hamilton and Dayton:						
Co. bonds (Buff. and State Line)	400,000	7	June & Dec.	New York.	1870	....	2d Mortgage (1st Mort. paid).....	1,250,000	7	May & Nov.	New York.	1880	....
Co. bonds (Buff. and State Line)	100,000	7	May & Nov.	"	1873	....	3d Mortgage.....	500,000	8	Jan. & July.	"	1885	....
Co. bonds (Buff. and State Line)	200,000	7	Jan. & July.	"	1882	....	Cincinnati and Indiana:						
Co. bonds (Erie and Northeast)	300,000	7	—	—	1886	....	1st Mortgage.....	2,000,000	7	— & —	New York.	1895	88 1/2
Buffalo, New York and Erie:							Cincinnati and Indianapolis June:						
1st Mortgage.....	2,000,000	7	June &										

AMERICAN RAILROAD BOND LIST.

An Asterisk (*) affixed to rate of interest signifies "Payable in Coin."

Description of Bonds.	Amount.	Rate.	Interest Payable.		Due.	Price.	Description of Bonds.	Amount.	Rate.	Interest Payable.		Due.	Price.
			When.	Where.						When.	Where.		
Cleveland, Painesville, and Ashtabula:							Erie:						
1st Mortgage.....	\$500,000	7	Jan. & July.	New York.	1874	....	1st Mortgage.....	\$3,000,000	7	May & Nov.	New York.	1877	101
2d Mortgage.....	1,000,000	7	" "	" "	1881	....	2d Mortgage.....	4,000,000	7	March & Sept.	" "	1879	102
3d Mortgage.....	1,000,000	7	April & Oct.	" "	1888	....	3d Mortgage.....	6,000,000	7	" "	" "	1883	91
Cleveland and Toledo:							4th Mortgage.....	4,441,000	7	April & Oct.	" "	1889	88
1st Mort. (June, R. R. 1st Div.)	27,000	7	April & Oct.	New York.	1867	....	5th Mortgage.....	926,500	7	June & Dec.	" "	1889	82
1st Mort. (June, R. R. 2d Div.)	120,000	7	June & Dec.	" "	1882	....	Buffalo Branch Bonds.....	186,400	7	Jan. & July.	" "	1891	....
1st Mortgage (Clev. and Tol.)	692,000	7	April & Oct.	" "	1886	....	Sterling Loan £800,000.....	3,875,520	7	March & Sept.	London.	1875	....
1st Mortgage S. F. (Clev. & Tol.)	2,021,000	7	Jan. & July.	" "	1885	100 1/2	Erie and Pittsburgh:						
Columbia and Augusta:							1st Mortgage.....	900,000	7	Jan. & July.	Philadelphia.	1882	....
1st Mortgage for \$1,000,000.....	650,000	7	Jan. & July.	New York.	1888	....	2d Mortgage for \$700,000.....	370,200	7	April & Oct.	" "	1875	....
Columbus, Chicago & Ind. Cent.:							Evansville and Crawfordsville:						
Trust Mort. S. F. for \$15,000,000.....		7	April & Oct.	New York.	1908	74	1st Mortgage of 1852.....	350,000	7	Jan. & July.	New York.	1869	....
Columbus and Indiana Central:							1st Mortgage of 1854.....	740,000	7	May & Nov.	" "	1869	....
1st Mortgage.....	3,200,000	7	May & Nov.	New York.	1904	81	Rockville Extension 1st Mort.....	150,000	7	Feb. & Aug.	" "	1881	....
2d Mortgage.....	816,000	7	" "	" "	18—	....	Fall River, Warren & Providence:						
Income Bonds.....	1,500,000	7	" "	" "	18—	....	1st Mortgage.....	200,000	7	" "	Providence.	18—	....
Columbus and Xenia:							Flemington:						
1st Mortgage for \$500,000.....	248,000	7	March & Sept.	Columbus.	1890	....	1st Mortgage, guaranteed.....	100,000	6	" "	Princeton.	18—	....
Connecticut and Passumpsic Riv.:							Flint and Pere Marquette:						
1st Mortgage for \$800,000.....	573,800	6	June & Dec.	Boston.	1876	....	1st Mortgage.....	815,000	7	" "	New York.	18—	....
Notes.....	300,000	7	" "	" "	1876	....	Galena and Chicago Union:						
Connecticut River:							1st Mortgage.....	1,910,000	7	Feb. & Aug.	New York.	1882	101
1st Mortgage.....	250,000	6	March & Sept.	Boston.	1878	96 1/2	2d Mortgage.....	1,020,000	7	May & Nov.	" "	1875	....
Connecting:							Mississippi Bridge.....	200,000	7	Jan. & July.	" "	1884	....
1st Mortgage guaranteed.....	1,000,000	6	Jan. & July.	Philadelphia.	1896	86	Grand Rapids and Indiana:						
Council Bluffs and St. Joseph:							1st Mortgage.....	167,000	7	Jan. & July.	New York.	1886	....
1st Mortgage.....	500,000	7	Jan. & July.	New York.	1887	....	Grand River Valley:						
Cumberland Coal and Iron:							1st Mortgage, guaranteed.....	100,000	8	Jan. & July.	New York.	18—	....
Bonds of Nov., 1852.....	397,000	6	Jan. & July.	New York.	1869	....	Grand Trunk (Can.):						
Bonds of Feb., 1864.....	89,000	6	Feb. & Aug.	" "	1869	....	1st Preference Bonds.....	12,573,661	5*	Jan. & July.	London.	18—	....
Bonds of July, 1867.....	93,000	6	" "	" "	1877	....	2d Preference Bonds.....	7,355,986	5*	" "	" "	18—	....
Cumberland and Pennsylvania:							3d Preference Stock.....	3,414,994	4*	" "	" "	18—	....
1st Mortgage for \$1,000,000.....	898,000	6	March & Sept.	New York.	1891	....	4th Preference Stock.....	25,592,860	4*	" "	" "	18—	....
Cumberland Valley:							Equipment Bonds.....	2,433,333	6*	April & Oct.	" "	18—	....
1st Mortgage.....	161,000	8	April & Oct.	Philadelphia.	1904	....	Postal and Military bonds.....	5,840,000	var	Feb. & Aug.	" "	18—	....
2d Mortgage.....	109,500	8	" "	" "	1904	....	Great Western of Canada:						
Company's Bonds.....	85,300	6	" "	Harrisburg.	18—	....	Government Loan £573,688.....	2,782,387	6*	" "	Ottawa.	1868	....
Danbury and Norwalk:							Mortgage Bonds £615,200.....	2,983,720	6*	" "	London.	73-76	....
1st Mortgage.....	100,000	7	Jan. & July.	New York.	70-80	....	Mortgage Bonds £547,000.....	2,652,950	5 1/2*	" "	" "	77-78	....
Dayton and Michigan:							Stock Debentures £46,700.....	226,500	5*	" "	" "	irred.	....
1st Mortgage.....	283,000	7	Jan. & July.	New York.	1867	....	Great Western of Illinois:						
2d Mortgage.....	2,589,000	7	" "	" "	1881	....	1st Mortgage (W. Div.).....	1,000,000	10	April & Oct.	New York.	1868	....
3d Mortgage.....	642,000	7	March & Sept.	" "	1884	....	1st Mortgage (E. Div.).....	45,000	7	Feb. & Aug.	" "	1888	....
Toledo Depot Bonds.....	109,500	7	" "	" "	81-94	....	1st Mortgage (General).....	2,500,000	7	" "	" "	1888	90
Dayton and Union:							2d Mortgage.....	2,500,000	7	May & Nov.	" "	1893	76 1/2
1st Mortgage, registered.....	149,000	7	March & Sept.	New York.	1879	....	Greenville and Columbia:						
2d Mortgage.....	135,000	7	June & Dec.	" "	1879	....	State guaranteed bonds.....	550,000	6	Jan. & July.	Charleston.	18—	37
Income Bonds.....	251,000	6	" "	" "	79 aft.	....	1st Mortgage.....	1,000,000	7	" "	New York.	18—	....
Dayton and Western:							Hannibal and St. Joseph:						
1st Mortgage.....	275,000	7	March & Sept.	New York.	1882	....	State Loan of 1851.....	1,500,000	6	Jan. & July.	New York.	1881	90
2d Mortgage.....	463,000	6	June & Dec.	" "	....	....	State Loan of 1855.....	1,500,000	6	" "	" "	1885	....
Delaware:							State Loan of 1855.....	2,300,000	7	April & Oct.	" "	1888	105
1st Mortgage.....	500,000	6	Jan. & July.	Philadelphia.	1875	....	Land Mort. of 1863 for \$3,400,000.....	800,000	7	Jan. & July.	" "	1888	....
Guaranteed Bonds.....	100,000	6	" "	" "	1875	....	Convertible bonds of 1863.....	1,000,000	10	" "	" "	1872	....
State Loan.....	170,000	6	" "	" "	1876	....	Six year bonds of 1865.....	1,000,000	10	" "	" "	1872	....
Delaware, Lackawanna, and Western:							Harrisburg and Lancaster:						
1st Mort. (L. & W.) for \$900,000.....	564,000	7	Jan. & July.	New York.	1871	98	1st Mortgage, guaranteed.....	700,000	6	Jan. & July.	Philadelphia.	1883	....
1st Mort. (East. Ext.) \$1,300,000.....	1,111,000	7	April & Oct.	" "	1875	98 1/2	Hartford and New Haven:						
2d Mort. (General) for \$2,000,000.....	1,633,000	7	March & Sept.	" "	1881	96	1st Mortgage.....	927,000	6	Jan. & July.	New York.	1873	94
Des Moines Valley:							Hartford, Providence and Fishkill:						
1st Mortgage (on 154 miles).....	2,310,000	8	April & Oct.	New York.	1877	....	1st Mort. (R. Island 26.32 m.).....	481,000	7	Jan. & July.	Hartford.	1876	....
Income Bonds.....	492,000	7	Jan. & July.	" "	1884	....	1st Mort. (Connecticut 96.04 m.).....	1,574,500	7	" "	" "	1876	....
Detroit and Milwaukee:							Hempfield:						
1st Mortgage, convertible.....	2,500,000	7	May & Nov.	New York.	1875	....	1st Mortgage.....	500,000	6	Jan. & July.	Philadelphia.	18—	....
2d Mortgage.....	1,000,000	8	" "	" "	1884	....	Housatonic:						
1st Mortgage Funded Coupons.....	628,525	7	Jan. & July.	" "	1875	....	1st Mortgage.....	191,000	6	Jan. & July.	Bridgeport.	1877	....
2d Mortgage Funded Coupons.....	377,115	7	May & Nov.	" "	1875	....	2d Mortgage.....	96,000	7	" "	" "	1885	....
Bonds of June 30, 1866, (cond.).....	1,857,789	7	" "	" "	1886	....	Houston and Texas Central:						
Detroit, Mon. & Tol. (M.S. & N.L.)							Texas State Loan, sinking fund.....	432,000	6	Aprn & Oct.	New York.	67 '60	....
1st Mortgage.....	924,000	7	Feb. & Aug.	New York.	1876	....	1st Mortgage.....	1,360,000	7	Jan. & July.	" "	1866	....
Detroit and Pontiac (Det. & Mil.):							Land Mort. S. F. (\$20,000 p. m.).....		6	" "	" "	1891	....
1st Mortgage.....	250,000	7	Jan. & July.	New York.	1878	....	Hudson River:						
2d Mortgage.....	250,000	8	Feb. & Aug.	" "	1886	....	1st Mortgage.....	110,000	6	Feb. & Aug.	New York.	1869	....
Dubuque and Sioux City:							1st Mortgage.....	1,954,000	7	" "	" "	1869	....
1st Mortgage (1st Division).....	300,000	7	Jan. & July.	New York.	1883	91	1st Mortgage.....	1,938,000	7	" "	" "	1870	105 1/2
1st Mortgage (construction).....	600,000	7	" "	" "	1884	....	2d Mortgage, sinking fund.....	2,000,000	7	June & Dec.	" "	1885	104 1/2
Sinking Fund (convertible).....	1,000,000	7	May & Nov.	" "	1888	....	3d Mortgage.....	185,000	7	May & Nov.	" "	1875	....
Dubuque Southwestern:							Huntington and Broad Top Mt.:						
1st Mortgage, preferred.....	100,000	7	Jan. & July.	New York.	1895	....	1st Mortgage.....	416,000	7	April & Oct.	Philadelphia.	1870	....
2d Mortgage, ordinary.....	430,000	7	" "	" "	1895	....	2d Mortgage.....	367,500	7	Feb. & Aug.	" "	1875	....
East Brandywine & Waynesboro:							Consol. Mortgage.....	723,245	7	April & Oct.	" "	1895	....
1st Mortgage.....	168,000	7	Feb. & Aug.	Philadelphia.	1882	....	Illinois Central:						
Eastern:							Construction.....	5,000,500	7	April & Oct.	New York.	1875	114
State Loan (1st Lien).....	350,000	5	J. A. J. & O.	Boston.	708-72	....	Construction.....	2,499,000	6	" "	" "	1875	....
2d Mortgage, (convert. sterling).....	420,000	5*	Jan. & July.	London.	1872	....	Redemption.....	2,563,000	6	" "	" "	1890	....
1st Mortgage, convertible.....	759,000	6	Feb. & Aug.	Boston.	1874	96 1/2	Redemption, sterling.....	363,000	6*	" "	London.	1875	....
1st Mortgage, (Essex Railroad).....	214,400	6	Jan. & July.	" "	1876	....	Illinois and Southern Iowa:						
East Pennsylvania:							1st Mortgage.....	300,000	7	Feb. & Aug.	New York.	1882	....
1st Mortgage, Sinking Fund.....	574,900	7	April & Oct.	Philadelphia.	1888	....	Indianapolis, Cin. and Lafayette:						
East Tennessee and Georgia:							1st Mortgage (Ind. and Cin.).....	500,000	7	Jan. & July.	New York.	1866	....
Tennessee Loan (old).....	1,037,000	6	Jan. & July.	New York.	1882	....	Indianapolis and Madison:						
Tennessee Loan (1866).....	449,830	6	" "	" "	1898	....	1st Mortgage.....	612,000	7	May & Nov.	New York.	1881	....
Mortgage (old).....	643,000	6	" "	" "	18—	....	Jackson, Lansing and Saginaw:						
Mortgage (new).....	124,900	7	" "	" "	18—	....	1st Mortgage.....	1,495,000	8	Jan. & July.	New York.	1884	....
East Tennessee and Virginia:							Jeffersonville (J. M. & I.):						
Tennessee Loan (old).....	1,509,000	6	Jan. & July.	New York.	1888	....	1st Mortgage.....	397,000	7	March & Sept.	New York.	1861	....
Tennessee Loan (1866).....	600,000	6	" "	" "	1898	....	2d Mortgage.....		7	April & Oct.	" "	1873	....
Tennessee endorsed bonds.....	185,000	6	" "	" "	18—	....	Jeffersonville, Madison & Indian:						
Edgfield and Kentucky:							1st Mortgage.....	1,980,000	7	April & Oct.	New York.	1906	....
Tennessee Loan.....	870,000	6	Jan. & July.	New York.	18—	....	Louisville Loan (endorsement).....	150,000	6	" "	" "	1882	....
Elmira and Williamsport:							Joliet and Chicago:						
1st Mortgage.....	1,050,000	7	Jan. & July.	Philadelphia.	1880	95	1st Mortgage, guaranteed, S. F.....	500,000	8	Jan. & July.	New York.	1874	....
Plain Bonds.....	570,000	5	April & Oct.	" "	1872	60	Joliet and Northern Indiana:						
European and North American:							1st Mortgage, guaranteed.....	800,000	8	Jan. & July.	New York.	1883	....
1st Mortgage, S. F., £411,000.....		6*	Jan. & July.	London.	18—	....	Juncton, Philadelphia:						
							1st Mortgage, guaranteed.....	800,000	6	April & Oct.	Philadelphia.	1896	....

AMERICAN RAILROAD BOND LIST.

An Asterisk (*) affixed to rate of interest signifies "Payable in Coin."

Description of Bonds.	Amount.	Rate.	Interest Payable.		Due.	Price.	Description of Bonds.	Amount.	Rate.	Interest Payable.		Due.	Price.
			When.	Where.						When.	Where.		
Kentucky Central:							Mississippi and Tennessee:						
1st Mort. (Covington & Lexing.)	\$128,000	7	— & —	New York.	1872	....	1st Mortgage.....	\$600,000	7	April & Oct.	New York.	1876	....
2d Mortgage (do.).....	844,000	7	— & —	"	1882	....	2d Mortgage for \$1,300,000.	850,000	8	Jan. & July.	"	1870	....
3d Mortgage (do.).....	236,000	7	— & —	"	1885	....	Tennessee State Loan.....	317,900	6	"	"	1892	....
Keokuk and St. Paul:							Mobile and Girard:						
1st Mortgage, sinking fund, conv.	400,000	8	May & Nov.	New York.	1887	....	1st Mortgage Bonds.....	\$250,000	6	— & —	"	18—	....
Income.....	100,000	7	"	"	1887	....	Mobile and Ohio:						
Knoxville and Charleston:							1st Mortgage, Sterling.....	4,593,000	6*	May & Nov.	London.	1882	....
Tenn. State Loan.....	450,000	6	Jan. & July.	New York.	1898	....	1st Mortgage, Sterling.....	1,068,800	6	Jan. & July.	Mobile.	1882	52
Knoxville and Kentucky:							Tennessee Loans.....	388,900	8	May & Nov.	New York.	1891	....
Tenn. State Loan (old).....	1,310,000	6	Jan. & July.	New York.	1890	....	Income of '61, '62, '63 and '67...	556,421	8	"	Mobile.	1867	19
Tenn. State Loan (new).....	800,000	6	"	"	1893	....	Liquidation (10 year) bonds.....	697,900	8	"	New York.	1876	....
Lackawanna and Bloomsburg:							Interest bonds.....			"	Mobile.	1882	38
1st Mortgage.....	—	7	Jan. & July.	New York.	1875	....	Montgomery and Eufala:						
1st Mortgage (Extension).....	—	7	March & Sept.	Philadelphia.	1885	....	1st Mortgage, endorsed by Ala.	129,000	8	March & Sept.	New York.	1886	....
2d Mortgage.....	—	7	April & Oct.	"	1890	....	Montgomery and West Point:						
2d Mortgage (Extension).....	—	7	May & Nov.	"	1890	....	Income Bonds.....	100,000	8	Jan. & July.	New York.	1870	....
Lake Erie and Louisville:							Income Bonds.....	300,000	8	"	"	1870	....
1st Mortgage for \$1,600,000.....	500,000	7	Jan. & July.	New York.	1893	....	Mortgage Bonds.....	719,300	8	"	"	1881	92
Lehigh and Lackawanna:							Morris and Essex:						
1st Mortgage (tax free).....	200,000	7	Feb. & Aug.	Philadelphia.	1897	....	1st Mortgage, Sinking Fund....	5,000,000	7	May & Nov.	New York.	1914	954
Lexington and Frankfort:							2d Mortgage.....	3,000,000	7	Feb. & Aug.	"	1891	887
1st Mortgage.....	44,000	6	Jan. & July.	Lexington.	'69-'74	....	Nashville and Chattanooga:						
Lehigh Valley:							1st Mortgage, endorsed by Tenn.	1,569,000	6	Jan. & July.	New York.	18—	....
1st Mort. (exchangeable for new)	1,437,000	6	May & Nov.	Philadelphia.	1873	....	Tenn. State Loan.....	150,000	6	"	"	18—	....
New Mortgage, free of taxes....	1,000,000	6	June & Dec.	"	1893	95	Tenn. Coupons Funded.....	426,270	6	"	"	18—	....
Little Miami:							Nashville and Decatur:						
1st Mortgage.....	1,489,000	6	May & Nov.	New York.	1883	....	Tenn. State Loan.....	2,115,176	6	Jan. & July.	New York.	'88-'93	....
Cincinnati Loan.....	100,000	6	"	Cincinnati.	1880	....	Income Bonds (Tenn. and Ala.)	205,000	6	April & Oct.	Nashville.	1870	....
Little Schuylkill:							Nashville and Northwestern:						
1st Mortgage, sinking fund.....	847,500	7	April & Oct.	Philadelphia.	1877	....	Tenn. State Loan.....	2,672,000	6	Jan. & July.	New York.	'88-'94	....
Long Island:							2d Mortgage.....	792,000	6	"	"	'71-'83	....
1st Mortgage.....	500,000	6	Jan. & July.	New York.	1870	....	Naugatuck:						
Hunter's Point Extension.....	175,000	7	Feb. & Aug.	"	1890	....	1st Mortgage, Convertible.....	248,000	7	Jan. & July.	Bridgeport.	1876	....
Glen Cove Branch.....	150,000	6	May & Nov.	"	1893	....	Newark and New York:						
Louisville, Cin. and Lexington:							1st Mortgage.....	690,000	—	— & —	New York.	18—	....
1st Mortgage for \$3,000,000.....	2,116,000	7	Jan. & July.	New York.	1897	....	New Bedford and Taunton:						
Louisville and Frankfort:							1st Mortgage.....	171,000	6	Jan. & July.	Boston.	1881	....
1st Mortgage.....	108,000	6	Jan. & July.	New York.	'69-'78	....	New Brunswick and Canada:						
Louisville Loan.....	100,000	6	"	"	1881	....	1st Mortgage, Sterling.....	1,100,000	6*	May & Nov.	London.	1867	....
Louisville and Nashville:							Newcastle and Beaver Valley:						
1st Mortgage, Main Stem.....	1,515,000	7	Jan. & July.	New York.	'69-'77	....	1st Mortgage for \$150,000.....	125,000	7	May & Nov.	Philadelphia.	1882	....
1st Mortgage, Memphis Branch.	267,000	7	May & Nov.	"	'75-'75	....	2d Mortgage for \$100,000.....	53,300	7	March & Sept.	"	1877	....
1st Mortgage, Bardonia Branch.	27,500	7	"	"	18—	....	New Haven and Northampton:						
1st Mort. Lebanon Br. and Ext.	600,000	7	"	"	18—	....	1st Mortgage.....	450,000	7	Jan. & July.	New Haven.	1869	....
Louisville Loan, Main Stem.....	849,000	6	April & Oct.	"	'86-'87	....	1st Mort. (Hamps. & Hampd.)..	200,000	6	April & Oct.	"	1874	....
Louisville Loan, Lebanon Br.....	225,000	7	May & Nov.	"	1886	....	New Jersey:						
Louisville Loan, Leb. Br. Ext.....	600,000	6	April & Oct.	"	1893	....	Company Bonds (var. issues)...	850,000	6	Feb. & Aug.	New York.	'73-'87	....
Consolid. 1st mort. for \$8,000,000	—	7	"	"	1893	....	New London Northern:						
Louisville, N. Albany & Chicago:							1st Mortgage.....	60,000	7	Jan. & July.	New London.	1875	....
1st Mort., New Albany & Salem	2,235,000	6	— & —	New York.	18—	....	1st Mortgage, Extension.....	370,000	7	March & Sept.	"	1885	....
Macon and Brunswick:							N. Orleans, Jackson & Gt. North:						
1st Mort. endorsed by Georgia..	100,000	7	Jan. & July.	New York.	1887	....	1st Mortgage for \$3,000,000.....	2,741,000	8	Jan. & July.	New York.	1886	78
McMinnville and Manchester:							2d Mortgage for \$3,000,000.....	1,019,000	8	"	"	1890	70
Tenn. State Loan.....	772,000	6	Jan. & July.	New York.	—	....	N. Orleans, Opelousas & Gt. Wm:						
Mahanoy and Broad Mountain:							1st Mort. construction (80 m.) ..	1,903,000	8	April & Oct.	New York.	1889	46
1st Mortgage.....	250,000	6	Jan. & July.	Philadelphia.	1884	....	2d Mort. (F.) for \$1,000,000 (50m.)	40,000	8	Jan. & July.	"	1887	....
Maine Central:							New York Central:						
\$1,100,000 Loan.....	1,095,000	6*	Feb. & Aug.	Boston.	'90-'91	....	Premium, Sinking Fund Bonds.	6,189,054	6	May & Nov.	New York.	1883	94
\$400,000 Loan.....	315,200	6	June & Dec.	"	'70-'71	....	Funding, Sinking Fund Bonds..	1,514,000	7	Feb. & Aug.	"	1876	102
Bangor City Loan.....	690,000	6	April & Oct.	"	1874	....	Bonds for B. & N. Falls R.R. Co.	77,000	6	May & Nov.	"	1883	....
2d Mort. (Penob. & Ken. R. R.)	300,000	6	Feb. & Aug.	Bangor.	1870	....	Bonds for railroad stocks.....	594,000	6	"	"	1883	....
Marietta and Cincinnati:							Bonds for real estate.....	195,000	6	"	"	1883	....
1st Mortgage.....	2,368,385	7	Feb. & Aug.	Baltimore.	1892	90	Bonds and mortgages.....	176,865	7	various.	"	var.	....
1st Mortgage, Sterling.....	1,000,000	7*	"	London.	1892	....	Convertible bonds.....	453,000	7	Feb. & Aug.	"	1876	126
2d Mortgage.....	520,000	7	May & Nov.	Baltimore.	1896	79	Renewal bonds of 1898.....	2,900,000	6	June & Dec.	"	1897	94
Scioto and Hocking Valley.....	300,000	7	"	"	1896	....	New York and Flushing:						
Memphis and Charleston:							1st Mortgage.....	125,000	7	— & —	New York.	18—	....
Tenn. State Loan.....	1,595,530	6	Jan. & July.	New York.	1890	....	New York and Harlem:						
1st Mortgage, Convertible.....	1,293,000	7	May & Nov.	"	1890	85	1st Mortgage of 1853.....	3,000,000	7	May & Nov.	New York.	1873	99
2d Mortgage.....	1,000,000	7	Jan. & July.	"	1895	....	3d Mortgage of 1858.....	90,500	7	Jan. & July.	"	1893	....
Memphis, Clarksville & Louisv.							Consolidated mortgage of 1863..	1,797,000	7	Feb. & Aug.	"	1893	....
Tenn. State Loan.....	1,582,000	6	Jan. & July.	New York.	1890	76	New York and New Haven:						
Memphis and Little Rock:							1st Mortgage.....	1,068,500	6	April & Oct.	New York.	1875	96
Tenn. State, endorsements.....	445,000	6	Jan. & July.	New York.	1890	....	New York, Providence & Boston:						
Mortgage (road and land).....	600,000	8	May & Nov.	"	1890	....	1st Mortgage.....	230,000	6	Feb. & Aug.	New York.	'73-'78	....
Michigan Central:							Improvement Bonds.....	100,000	7	Jan. & July.	"	1881	....
1st Mortgage, sterling.....	467,489	6*	Jan. & July.	London.	1872	....	Extension Bonds.....	250,000	6	May & Nov.	"	1883	....
1st Mortgage, sterling, convertible	500,000	8*	March & Sept.	"	1869	....	Norfolk and Petersburg:						
1st Mortgage, dollars, convertible	1,777,000	8	"	"	1869	114	1st Mortgage.....	297,750	7	Jan. & July.	New York.	'65-'70	724
1st Mortgage, dollars, convertible	293,000	8	April & Oct.	"	1882	....	1st Mortgage.....	328,690	8	"	"	'65-'70	80
Consol. Sinking Fund Mortgage	4,231,560	8	"	"	1882	114	2d Mortgage for \$300,000.....	6,000	8	"	Norfolk.	1869	....
Michigan Southern & North. Ind.:							North Eastern:						
1st Mortgage, Sinking Fund.....	6,094,000	7	May & Nov.	New York.	1885	96	1st Mortgage.....	700,000	7	March & Sept.	Charleston.	1869	75
2d Mortgage.....	2,693,000	7	"	"	1877	90	2d Mortgage for \$300,000.....	145,000	7	"	"	1869	....
Goshen Air Line Mortgage.....	693,000	7	Feb. & Aug.	"	1868	....	Interest Certificates.....	228,086	7	Jan. & July.	"	1875	....
Detroit, Monroe & Toledo Mort.	924,000	7	"	"	1876	....	North Missouri:						
Mifflin and Centre County:							1st Mortgage for \$6,000,000.....	3,000,000	7	Jan. & July.	New York.	1893	834
1st Mortgage.....	145,000	6	April & Oct.	Philadelphia.	1885	....	North Pennsylvania:						
Milwaukee & Chicago, (40 miles):							1st Mortgage.....	2,638,349	6	Jan. & July.	Philadelphia.	1880	80
2d Mortgage, (C. & N. W. R. W.)	182,000	7	Jan. & July.	New York.	1874	....	Chattel Mortgage.....	377,365	10	April & Oct.	"	1887	108
Milwaukee, (").....	10,500	7	June & Dec.	"	1898	....	2d Mortgage.....	274,500	7	— & —	"	18—	92
Milwaukee and Prairie du Chien:							North Shore, S. I.:						
1st Mortgage.....	390,500	7	Jan. & July.	New York.	1891	....	1st Mortgage.....	110,200	7	— & —	New York.	18—	....
Milwaukee and St. Paul:							Northern Central:						
1st Mortgage—370 miles.....	5,361,000	7	Jan. & July.	New York.	1893	93	1st Mortgage, Sinking Fund....	1,500,000	6	J. A. J. & O.	Baltimore.	irred.	....
2d Mortgage.....	1,476,000	7	April & Oct.	"	1884	90	2d Mortgage, Sinking Fund.....	2,500,000	6	Jan. & July.	"	1885	854
1st Mortgage (P. du C.).....	3,582,000	8	"	"	18—	1014	3d Mortgage, Sinking Fund.....	1,064,500	6	April & Oct.	"	1900	854
2d Mortgage (P. du C.).....	739,000	7.3	"	"	18—	97	Northern New Hampshire:						
1st Mort. (Iowa and Minn. Div.)	2,000,000	7	Jan. & July.	"	18—	90	Company Bonds.....	145,000	6	April & Oct.	Boston.	1874	....
Minnesota Valley:							Northern New Jersey:						
1st Mortgage \$6,000 per mile....	100,000	7	Jan. & July.	[New] k.	1896	....	1st Mortgage.....	300,000	7	Jan. & July.	New York.	18—	....
Mississippi Central:							North Western Virginia:						
1st Mortgage.....	1,246,000	7	May & Nov.	New k.	18—	65	1st Mortgage.....	—	6	— & —	Baltimore.	18—	97
2d Mortgage.....	1,517,000	8	Feb. & Aug.	"	18—	40	2d Mortgage (B. & O. R. R. Co.)	493,000	6	Jan. & July.	"	1873	924
Tenn. State Loan.....	1,078,980	6	Jan. & July.	"	1896	3d Mortgage (B. & O. R. R. Co.)	200,000	6	"	"	1896

AMERICAN RAILROAD BOND LIST.

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Description of Bonds.	Amount.	Rate.	Interest Payable.		Due.	Price.	Description of Bonds.	Amount.	Rate.	Interest Payable.		Due.	Price.
			When.	Where.						When.	Where.		
North Carolina:							Providence, Warren and Bristol:						
Equipment Bonds of 1857.....	\$339,000	8	March & Sept.	Office, N. Car.	1867	....	1st Mortgage.....	\$100,000	8	March & Sept.	Providence.	1872	....
New Loan for \$800,000.....		8	"	"	1887	....	2d Mortgage.....	50,000	8	June & Dec.	"	1877	....
Ogdensburg and Lake Champlain:							Quincy and Toledo:						
1st Mort. conv. into pref. stock..	985,000	7	Jan. & July.	Boston.	1870	100	1st Mortgage.....	500,000	7	May & Nov.	New York.	1890	....
Equipment Bonds.....	300,000	8	"	"	'69-'78	102	Raritan and Delaware Bay:						
Ohio and Mississippi:							1st Mortgage, S. F. (68 m.).....	1,000,000	7	March & Sept.	New York.	1888	....
1st Mortgage, E. Div.....	2,050,000	7	Jan. & July.	New York.	1872	95½	2d Mortgage.....	250,000	7	"	"	1888	....
1st Mortgage, W. Div.....	850,000	7	"	"	1872	"	Equipment Bonds, convertible..	208,000	7	"	"	1876	....
2d Mortgage, W. Div.....	750,000	7	"	"	1874	"	Tom's River Br. 1st Mort.....	74,800	7	— & —	"	18—	....
Income, W. Div.....	221,500	7	April & Oct.	"	1882	....	Reading and Columbia:						
Consolidated Mort. for \$6,000,000		7	Jan. & July.	"	1898	86½	1st Mortgage.....	650,000	7	March & Sept.	Philadelphia.	1882	....
Old Colony and Newport:							2d Mortgage.....	350,000	7	June & Dec.	"	1884	....
Company Bonds.....	180,000	6	April & Oct.	Boston.	'67-'69	90½	Rensselaer and Saratoga:						
Company Bonds.....	223,000	5	Various.	"	'77-'84	86½	1st Mortgage (R. & S.).....	150,000	7	Jan. & July.	New York.	1873	....
Company Bonds.....	2,407,000	6	"	"	'75-'76	95½	1st Mortgage (Sar. & Whitehall)	400,000	7	March & Sept.	"	1886	....
Orange, Alexandria & Manassas:							1st Mort. (Troy, Salem & Rutl.)	500,000	7	May & Nov.	"	1890	....
1st Mort. (Alex. to Gordonsville)..	400,000	6	May & Nov.	New York.	1873	77½	2d Mortgage (R. & S.).....	450,000	7	Jan. & July.	"	'80-'87	....
1st Mort. (Charlotte to Lynchb.)..	1,130,500	6	Jan. & July.	"	1875	"	Richmond and Danville:						
2d Mort. " " " " " " " "	573,500	8	May & Nov.	Richmond.	1875	75	Virginia State Loan.....	600,000	6	Jan. & July.	New York.	'87-'88	....
3d Mort. " " " " " " " "	83,200	8	March & Sept.	Alexandria.	1880	"	Bonds guaranteed by Virginia..	200,000	7	"	"	'75-'76	89½
Funded Coupons 1st & 2d Mort.	200,000	7	Jan. & July.	New York.	1877	"	4th Mortgage.....	423,000	7	Feb. & Aug.	"	1875	....
Virginia State Loan of '58 & '59	249,962	7	"	"	'92-'93	....	4th Mortgage.....	504,000	7	"	Richmond.	1873	....
Oswego and Rome:							Funded Interest.....	82,100	7	"	N. Y. & Rich.	'69-'76	....
1st Mort. guar. by R. W. & O..	500,000	7	May & Nov.	New York.	1816	....	Richmond and Fort Wayne:						
Income.....	200,000	6	Feb. & Aug.	"	1891	....	1st Mortgage, guaranteed.....		7	— & —	New York.	18—	....
Oswego and Syracuse:							Rich., Frederickburg & Potomac:						
1st Mortgage.....	498,500	6	Jan. & July.	New York.	'70-'80	....	Company Bonds, sterling.....	57,323	6*	Jan. & July.	London.	1875	....
2d Mortgage.....	375,000	7	May & Nov.	"	1885	....	Company Bonds, dollar.....	203,576	6	"	Richmond.	'69-'75	....
Pacific of Mo.:							Company Bonds, dollar.....	271,399	7	"	"	'75-'79	....
State Loan (20 and 30 years)...	7,000,000	6	Jan. & July.	New York.	'72-'89	....	Richmond and Petersburg:						
Mortgage, construction.....	1,500,000	7	"	"	'68-'70	96	Company Bonds (coup. & reg.)..	130,500	7	June & Dec.	N. Y. & Rich.	1875	....
St. Louis Loan.....	700,000	6	"	St. Louis.	'71-'73	96	Company Bonds (coupons).....	175,000	7	March & Sept.	Philadelphia.	1870	....
1st (new) Mortgage for \$7,000,000		6*	Feb. & Aug.	New York.	1888	100	Roanoke Valley (R. & Dan.):						
Panama:							1st Mortgage.....	148,200	7	Jan. & July.	New York.	'69-'76	....
1st Mortgage, Sterling.....	416,000	7*	April & Oct.	London.	1870	....	Rockford, R. Island & St. Louis:						
1st Mortgage, Sterling.....	346,000	7*	"	"	1875	....	1st Mortgage, convertible, S.F. free		7*	Feb. & Aug.	N. Y. & Lond.	1919	97½
2d Mortgage, Sterling.....	1,912,000	7*	Feb. & Aug.	"	1872	....	Rome, Watertown & Ogdensb.:						
Peninsula (C. & N. W.):							1st Mortgage, Sinking Fund....	554,500	7	June & Dec.	New York.	1891	100
1st Mortgage.....	1,075,000	7	March & Sept.	New York.	1898	....	2d Mort. (Watertown & Rome)...	37,000	7	March & Sept.	"	'68-'71	....
Pennsylvania:							Sinking Fund (Watert. & Rome)	731,600	7	"	"	1880	....
1st Mort. " " " " " " " "	4,972,000	6	Jan. & July.	Philadelphia.	1880	100½	1st Mort. (Potsdam & Watert.)	511,500	7	June & Dec.	"	'69-'74	....
2d Mort. " " " " " " " "	2,597,000	6	April & Oct.	"	1875	96½	Rutland and Burlington:						
2d M. stg. " " " " " " " "	2,283,840	6	"	London.	1875	....	1st Mortgage.....	1,800,000	7	Feb. & Aug.	Boston.	1863	156½
General Mortgage.....	59,000	6	— & —	Philadelphia.	18—	....	2d Mortgage.....	937,500	7	"	"	1863	....
State lien on whole property.....	6,375,734	5	April & Oct.	Harrisburg.	1870	....	3d Mortgage.....	440,000	7	"	"	1863	....
Short Bonds and Debentures...	3,400,000	6	— & —	Philadelphia.	18—	....	Sacramento Valley:						
Pennscola and Georgia:							1st Mortgage.....	400,000	10*	Jan. & July.	New York.	1875	....
1st Mortgage.....	1,185,300	7	Jan. & July.	New York.	18—	....	2d Mortgage.....	329,000	10*	Feb. & Aug.	San Francisco.	1881	....
1st Mortgage (Tallahassee R.R.)	200,000	7	"	"	18—	....	St. Joseph and Council Bluffs:						
2d Mortgage.....	255,000	8	"	"	18—	....	1st Mortgage.....	1,400,000	10	March & Sept.	New York.	1892	....
Peoria and Bureau Valley:							St. Louis, Alton and Terre Haute:						
1st Mortgage.....	600,000	8	Jan. & July.	New York.	18—	....	1st Mortgage (Series A).....	1,100,000	7	Jan. & July.	New York.	1894	94
Peoria, Pekin and Jacksonville:							1st Mortgage (Series B).....	1,100,000	7	April & Oct.	"	1894	....
1st Mortgage for \$1,000,000.....	550,000	7	Jan. & July.	New York.	1887	....	2d Mortgage preferred (Series C)	1,400,000	7	Feb. & Aug.	"	1894	84
Petersburg:							2d Mortgage preferred (Series D)	1,400,000	7	May & Nov.	"	1894	....
Coupon Bonds.....	66,400	7	Jan. & July.	Petersburg.	'71-'72	....	2d Mortgage Income (Series E)	1,700,000	7	"	"	1894	80
Philadelphia and Baltimore Cent.:							St. Louis and Iron Mountain:						
1st Mortgage.....	575,000	7	Jan. & July.	Philadelphia.	1876	....	1st Mortgage for \$4,000,000....		7	Feb. & Aug.	New York.	1892	86½
Philadelphia and Erie:							St. Louis, Jacksonville & Chicago:						
1st Mortgage (Sunbury & Erie)...	1,000,000	7	April & Oct.	Philadelphia.	1877	96½	1st Mortgage (\$15,000 per mile)..	2,250,000	7	April & Oct.	New York.	1884	....
1st Mortgage (General).....	5,000,000	6	"	"	1881	85½	Equipment Bonds, free.....		10	Jan. & July.	"	18—	....
2d Mortgage.....	4,000,000	7	"	"	1901	80	St. Paul and Chicago:						
3d Mortgage for \$3,000,000.....	600,000	6	"	"	1885	....	1st Mort. S.F. guar. for \$4,000,000		8	J. A. J. & O.	New York.	1900	....
Philadelphia, Germant. & Norist.:							St. Paul and Pacific 1st Division:						
Convertible Loan.....	116,100	6	Jan. & July.	Philadelphia.	1882	....	1st Mortgage (10 miles).....	400,000	8	March & Sept.	New York.	1892	....
Philadelphia and Reading:							1st Mort. (70 m.) & 2d M. (10 m.)	700,000	7	Jan. & July.	"	1892	....
Bonds of 1849.....	2,656,000	6	April & Oct.	Philadelphia.	1870	105½	2d Mortgage and Land Grant....	1,200,000	7	June & Dec.	"	1892	....
Bonds of 1861.....	106,000	6	Jan. & July.	"	1871	....	General Mort., stg. for £780,000.		7*	Jan. & July.	London.	18—	....
Bonds of 1836-43-44-48 and 49..	2,497,800	6	"	"	1880	93	General Mort., dol. for \$7,000,000		7	"	New York.	18—	....
Bonds of 1857, convertible.....	171,000	6	"	"	1886	....	Salem:						
Bonds of 1830, Sterling.....	182,400	5*	"	London.	1880	....	1st Mortgage.....	100,000	7	Jan. & July.	Philadelphia.	18—	....
Bonds of 1836, Sterling, conv.....	288,000	7*	"	"	'72-'77	....	Salem and Lowell:						
Mort. bonds of '68, clear of taxes		7	April & Oct.	Philadelphia.	1893	106½	1st Mortgage.....	229,900	6	— & —	Boston.	1876	98½
Philadelphia and Trenton:							Sandusky and Cincinnati:						
1st Mort. (Camden & Amboy)...	200,000	6	May & Nov.	Philadelphia.	1868	....	1st Mortgage.....	981,000	7	Feb. & Aug.	New York.	1900	....
Philadelphia, Wilmington & Balt.:							3d Mortgage.....	148,000	7	— & —	"	18—	....
Mortgage Loan, convertible.....	411,000	6	Jan. & July.	Philadelphia.	1884	....	Sandusky, Mansfield and Newark:						
Bonds of 1869.....	1,000,000	6	April & Oct.	"	'71-'76	96	1st Mortgage.....	1,200,000	7	Jan. & July.	New York.	1875	....
Bonds of 1867.....	415,000	6	"	"	1887	....	Funded Coupons.....	818,200	7	"	"	1875	....
Pittsburg and Connellsville:							Schuylkill Navigation:						
1st Mort. (Turtle Creek Div.)...	400,000	6	Feb. & Aug.	New York.	1889	....	1st Mortgage.....	1,761,213	6	March & Sept.	Philadelphia.	1872	....
Baltimore Loan (bonds & stock)	1,000,000	6	"	Baltimore.	1886	....	3d Mortgage.....	3,990,670	6	Jan. & July.	"	1882	....
Pittsburg, Ft. Wayne & Chicago:							Improvement Bonds.....	362,500	6	May & Nov.	"	1870	....
1st Mortgage (Series A).....	875,000	7	Jan. & July.	New York.	1912	103	Schuylkill and Susquehanna:						
1st Mortgage (Series B).....	875,000	7	Feb. & Aug.	"	1912	....	1st Mortgage.....	97,000	6	Jan. & July.	Philadelphia.	18—	....
1st Mortgage (Series C).....	875,000	7	March & Sept.	"	1912	....	Seaboard and Roanoke:						
1st Mortgage (Series D).....	875,000	7	April & Oct.	"	1912	....	1st Mortgage.....	210,000	7	— & —	New York.	1880	....
1st Mortgage (Series E).....	875,000	7	May & Nov.	"	1912	....	3d Mortgage.....	71,000	7	— & —	"	1870	

AMERICAN RAILROAD BOND LIST.

An Asterisk (*) affixed to rate of interest signifies "Payable in Coin."

Description of Bonds.	Amount.	Rate.	Interest Payable.		Due.	Price.	Description of Bonds.	Amount.	Rate.	Interest Payable.		Due.	Price.
			When.	Where.						When.	Where.		
Shore Line (N. H. & N. L.):							Western Alabama:						
1st Mortgage, reconstruction...	\$55,000	7	March & Sept.	New Haven.	1880	....	1st Mortgage, guar. for \$500,000..	.....	7	April & Oct.	New York.	18—	....
South Carolina:							West Wisconsin:						
Sterling Bonds £452,9124	2,612,944	5*	Jan. & July.	London.	'71-'85	....	1st Mort. Land Grant, stg. conv	1,000,000	7	Jan. & July.	London.	1883	70
Sterling Bonds £59,0314	262,366	5*	"	Charleston.	'71-'85	....	West Chester and Philadelphia:						
Domestic Bonds	617,167	6	various.	"	'68-'74	....	1st Mortgage, convertible	400,000	7	Jan. & July.	Philadelphia.	1873	....
Domestic Bonds	595,540	7	"	"	'68-'72	....	2d Mortgage, registered	562,000	8	April & Oct.	"	1878	....
Domestic Bonds	280,000	7	April & Oct.	"	'88-'91	....	West Jersey:						
South Shore:							Loan of 1861 for \$1,000,000	238,000	6	March & Sept.	Philadelphia.	1883	93½
1st Mortgage	150,000	6	Jan. & July.	Boston.	18—	....	Loan of 1865 for \$1,000,000	780,000	6	Jan. & July.	"	1896	....
South Side, Va.:							Western (Boston and Albany):						
Virginia State Loan	800,000	6	Jan. & July.	New York.	1887	....	Sterling Loans, £899,900	4,319,520	5*	April & Oct.	London.	'68-'71	....
2d Mort., guar. by Petersburg	300,000	6	"	Petersburg.	'70-'75	....	Dollar Bonds	936,500	6	"	Boston.	1875	100½
3d Mort. (for City Point R. R.)	175,000	6	"	"	'65-'68	....	Western Maryland:						
4th Mortgage	314,900	6	"	"	'70-'72	....	1st Mortgage	400,000	6	Jan. & July.	Baltimore.	1890	79
5th Mortgage	119,000	8	"	"	'63-'69	....	1st Mortgage, endorsed by Balt.	200,000	6	"	"	1890	....
South Side, L. I.:							2d Mort. for \$300,000, end. by B.	150,000	6	"	"	1890	....
1st Mortgage	750,000	7	March & Sept.	New York.	1887	....	2d M. for \$300,000, end. by W. Co.	150,000	6	"	"	1890	....
South Western:							Western Pennsylvania:						
1st Mortgage	437,000	8	various.	Macon.	'75-'85	....	1st Mortgage, guaranteed	1,283,600	6	April & Oct.	Philadelphia.	18—	80
South West Pacific:							Western Union:						
1st Mort. guar. by Atl. & Pacific	2,000,000	7	Jan. & July.	New York.	1871	....	1st Mortgage for \$5,000,000	4,000,000	7	Feb. & Aug.	New York.	1896	....
Southern Minnesota:							Wills Valley:						
1st Mortgage L. G. for \$1,000,000	900,000	7	Jan. & July.	New York.	1885	....	1st M. for \$1,000,000 end. by Ala.	.....	7	— & —	.....	18—	....
Springfield and Columbus:							Wilm., Charlotte & Rutherford:						
1st Mortgage	150,000	7	Jan. & July.	New York.	1871	....	N. Car. State Loan	2,320,000	6	Jan. & July.	New York.	'90-'92	....
Staten Island:							1st Mortgage guar. by State	.....	8	"	"	1897	....
1st Mortgage	200,000	7	Jan. & July.	New York.	1886	....	Wilmington and Manchester:						
Steubenville and Indiana:							1st Mortgage	596,000	7	June & Dec.	New York.	1866	....
1st Mortgage	1,500,000	7	Jan. & July.	Philadelphia.	1870	....	2d Mortgage	200,000	7	May & Nov.	"	1873	....
Sullivan:							Income Bonds	100,000	7	March & Sept.	Wilmington.	1864	....
1st Mortgage	500,000	6	Jan. & July.	Boston.	1875	....	Bonds secured by W. & W. stk.	75,000	7	Jan. & July.	"	1862	....
2d Mortgage	250,000	6	Feb. & Aug.	"	1880	....	Consol. Mortgage for \$2,000,000.	.....	7	May & Nov.	New York.	'92-'02	....
Syracuse, Binghamton and N. Y.:							Wilmington and Weldon:						
1st Mortgage	1,721,514	7	April & Oct.	New York.	1876	....	1st Mortgage, Sterling	576,888	6*	Jan. & July.	London.	1881	....
Tallahassee:							2d Mortgage, Sterling	197,777	7*	"	"	1886	91½
1st Mortgage	206,000	7	Jan. & July.	New York.	18—	....	Sinking Fund Mortgage	508,000	7	April & Oct.	New York.	1896	....
Tloga:							Winchester and Alabama:						
1st Mortgage	250,500	7	May & Nov.	Philadelphia.	1872	....	Tenn. State Loan	1,098,259	6	Jan. & July.	New York.	'88-'96	....
Toledo, Logansport & Burlington:							Winchester and Potomac:						
1st Mortgage	800,000	7	Feb. & Aug.	New York.	1884	....	Stg. State Loan	85,333	6	August.	Richmond.	.....	....
Toledo, Peoria and Warsaw:							Trust Bonds	120,000	7	Jan. & July.	Baltimore.	1867	....
1st Mortgage (E. Div.)	1,000,000	7	June & Dec.	New York.	1894	85½	Winona and St. Peter:						
1st Mortgage (W. Div.)	1,800,000	7	Feb. & Aug.	"	1896	85	1st Mortgage (C. & N. W.)	.....	7	Jan. & July.	New York.	18—	....
Toledo, Wabash and Western:							Wrightsville, York & Gettysburg:						
1st Mort. (To. & Ill. 75 m.)	900,000	7	Feb. & Aug.	New York.	1890	91½	1st Mort. guar. by N. Central	52,000	7	May & Nov.	Baltimore.	1867	....
1st M. (L. Erie, W. & St. L. 167 m.)	2,500,000	7	"	"	1890	....	York and Cumberland (N. Cent.):						
2d Mort. (To. & Wabash 75 m.)	1,000,000	7	May & Nov.	"	1878	82	1st Mortgage	175,000	6	May & Nov.	Baltimore.	1870	....
2d Mort. (Wab. & West. 167 m.)	1,500,000	7	"	"	1871	....	2d Mortgage	25,000	6	Jan. & July.	"	1871	....
Equipm't Bonds (T. & W. 75m.)	600,000	7	"	"	1883	75	3d Mortgage	500,000	6	"	"	1877	....
S. F. B. (To. W. & W. 499 m.)	269,000	7	April & Oct.	"	1871	....	CANAL BONDS.						
Consol. M. (T. W. & W. 499 m.)	1,880,000	7	J. A. J. & O.	"	1907	74	Chesapeake and Delaware:						
Troy and Boston:							1st Mortgage	2,254,000	7	Jan. & July.	Philadelphia.	1882	....
1st Mortgage	300,000	7	Jan. & July.	New York.	1887	....	Chesapeake and Ohio:						
2d Mortgage	380,000	7	April & Oct.	"	1885	....	State (Md.) Loan	2,000,000	6	J. A. J. & O.	Baltimore.	1870	....
3d Mortgage	650,000	7	May & Nov.	"	1875	....	Sterling, guaranteed	4,375,000	5*	"	London.	1890	....
Convertible Bonds	300,000	7	March & Sept.	Troy.	1882	....	Preferred Bonds	1,609,500	6	Jan. & July.	Baltimore.	1865	....
Troy Union:							Delaware Division:						
1st Mortgage, guaranteed	500,000	6	Jan. & July.	New York.	1873	....	1st Mortgage	800,000	6	Jan. & July.	Philadelphia.	1878	....
2d Mortgage, guaranteed	180,000	6	"	"	1877	....	Delaware and Hudson:						
Union and Logansport:							1st Mortgage	531,000	7	March & Sept.	New York.	1870	....
1st Mortgage	1,834,000	7	June & Dec.	New York.	1905	....	1st Mortgage (new)	1,500,000	7	May & Nov.	"	1877	....
Union Pacific:							Delaware and Raritan (See Camden and Amboy R. R.)						
1st Mortgage, free	20,168,000	6*	Jan. & July.	New York.	1897-8	102	Erie of Pennsylvania:						
2d Mortgage (Gov. subsidy)	20,168,000	6	"	"	1897-8	102	1st Mortgage	673,798	7	Jan. & July.	Philadelphia.	1865	....
Union Pacific—Central Branch:							Interest Bonds	161,960	7	"	"	18—	....
1st Mortgage	1,600,000	6*	May & Nov.	New York.	1895	....	Illinois and Michigan:						
2d Mortgage (Gov. subsidy)	1,600,000	6	Jan. & July.	"	1895	....	Ill. State bonds, sterling, coupon	767,222	6*	April & Oct.	London.	1870	....
Union Pacific—Eastern Division:							Ill. State bonds, sterling, reg.	509,967	6*	"	"	1870	....
1st Mortgage	6,400,000	6*	June & Dec.	New York.	1895	102	Ill. State bonds, stg. coup. & reg.	32,700	6*	"	New York.	1870	....
2d Mortgage (Gov. subsidy)	6,400,000	6	Jan. & July.	"	1895	....	Ill. State b'ds, eur. coup. & reg.	35,400	6	Jan. & July.	"	1870	....
Vermont Central:							Lehigh Coal and Navigation:						
1st Mortgage	3,000,000	7	June & Dec.	Philadelphia.	1806	76½	1st Loan	384,162	6	J. A. J. & O.	Philadelphia.	1870	....
2d Mortgage	1,500,000	7	Jan. & July.	Boston.	1867	38	2d Loan	5,606,122	6	"	"	1884	83½
Equip. Loan (Vt. C. & Vt. & Ca.)	1,000,000	8	May & Nov.	"	1876	101½	3d Loan	2,000,000	6	"	"	1897	....
Vermont and Massachusetts:							Gold Loan	5,000,000	6*	June & Dec.	"	1897	93
1st Mortgage	550,000	6	Jan. & July.	Boston.	1883	....	Convertible Loan	1,201,850	6	"	"	1877	75
Vermont Valley:							Monongahela Navigation:						
1st Mortgage	386,000	7	April & Oct.	New York.	1860	....	1st Mortgage	125,000	6	Jan. & July.	Pittsburg.	1887	....
2d Mortgage	114,000	6	"	Boston.	1860	....	2d Mortgage	57,000	6	"	"	18—	....
Vicksburg and Meridian:							Morris (and Banking):						
Consolidated Mort.—1st class	722,500	7	Jan. & July.	Philadelphia.	1890	....	1st Mortgage	465,500	6	April & Oct.	Jersey City.	1876	....
" " 2d class	850,000	7	"	"	1890	....	2d Mortgage	302,750	6	"	"	1876	....
" " 3d class	154,000	7	April & Oct.	"	1890	....	Boat Loan	232,087	6	"	"	1885	....
" " 4th class	1,283,000	7	"	"	1890	....	North Branch:						
Funded Coupons	420,000	7	"	"	1890	....	1st Mortgage	590,000	6	May & Nov.	Philadelphia.	1876	....
Special Loan	200,000	8	"	"	1890	....	Schuylkill Navigation:						
Virginia Central:							1st Mortgage	1,764,550	6*	March & Sept.	Philadelphia.	1872	90
State Loan	210,000	6	Jan. & July.	New York.	1891	....	2d Mortgage	3,980,670	6	Jan. & July.	"	1882	71
1st Mortgage (guar. by State)	100,000	6	"	N. Y. & Rich.	1880	....	Improvement Loan	1,601,670	6	May & Nov.	"	1876	67
2d Mortgage	206,500	6	"	"	1872	....	Susquehanna and Tide Water:						
3d Mortgage	98,000	6	"	"	1884	....	Md. State Loan, sterling	1,000,000	6	Jan. & July.	London.	1885	....
Income and other unsecured bds	116,125	8	"	Richmond.	'70-'78	....	Coupon Bonds	1,250,000	6	"	Baltimore.	1878	59
Virginia and Tennessee:							Preferred Interest Bonds	325,000	6	"	"	1894	....
1st Mortgage	494,000	6	Jan. & July.	New York.	1873	71½	Union (Pa.):						
2d Mortgage	23,500	6	"	"	1879	....	1st Mortgage	3,000,000	6	May & Nov.	Philadelphia.	1883	14½
3d Mortgage	998,000	6	"	"	1884	....	West Branch and Susquehanna:						
Income Bonds	314,000	6	"	"	1865	....	1st Mortgage, sinking fund	750,000	6	Jan. & July.	Philadelphia.	1878	....
Funding Bonds	866,000	8	"	"	18—	....	Wyoming Valley:						
Warren:							1st Mortgage	600,000	6	Jan. & July.	Philadelphia.	1878	....
1st Mortgage, guaranteed	611,400	7	Feb. & Aug.	New York.	1875	....	MISCELLANEOUS BONDS.						
Warren and Franklin:							American Dock & Improvement:						
1st Mortgage	1,937,000	7	— & —	Philadelphia.	18—	....	Bonds guar. by C.R.R. Co., N.J.	2,000,000	7	Jan. & July.	New York.	1886	97
Warwick Valley:							Western Union Telegraph:						
1st Mortgage	85,000	7	April & Oct.	New York.	1880	....	1st Mortgage, convertible	4,867,000	7	May & Nov.	New York.	1875	....
							Bonds of American Tel. Co.	89,500	7*	Jan. & July.	"	1873	....

RAILROAD SHARE LIST, including Mileage, Rolling Stock, Debits, Income, Dividends, &c., &c.

An asterisk (*) occurring in the column headed "Rolling Stock" signifies that the cost thereof is included in that headed "Railroad." A dash (-) across the column signifies "fully" and running date (---) signifies "not ascertained."

Years ending	Railroad			Rolling Stock			Property and Assets			Liabilities			Railroad Operated			Operations			Earnings			Value of Shares		
	M.	M.	M.	M.	M.	M.	M.	M.	M.	M.	M.	M.	M.	M.	M.	M.	M.	M.	M.	M.	M.	M.	M.	
	Track and Sidings	Branch Line	Main Line	Engines	Cars	Freight	Railroad	Rolling Stock	Assets	Accounts and Cash	Stocks	Bonds	Accounts	Surplus Income	Trains Moved	Passengers	Freight	Gross	Net	Dividends	Par.	P. c.		
Sept. 30, 1867	25.0			1	6		6	134	2,473,658	142,248	4,183,000	915,000	418,711	18,400	25.0	101,501	127,192	18,400	16,850	100	100	100		
Sept. 30, 1867	25.0			14	15		134	157	2,473,658	142,248	4,183,000	915,000	418,711	18,400	114.0	267,170	5,500,619	33,071	11,007	100	100	100		
Sept. 30, 1867	25.0			15	15		134	157	2,473,658	142,248	4,183,000	915,000	418,711	18,400	104.5	267,170	5,500,619	33,071	11,007	100	100	100		
Oct. 31, 1867	25.0			12	10		102	148	2,473,658	142,248	4,183,000	915,000	418,711	18,400	104.5	267,170	5,500,619	33,071	11,007	100	100	100		
Nov. 30, 1867	25.0			8	8		101	148	2,473,658	142,248	4,183,000	915,000	418,711	18,400	104.5	267,170	5,500,619	33,071	11,007	100	100	100		
Dec. 31, 1867	25.0			18	18		101	148	2,473,658	142,248	4,183,000	915,000	418,711	18,400	104.5	267,170	5,500,619	33,071	11,007	100	100	100		
Jan. 30, 1868	25.0			17	17		101	148	2,473,658	142,248	4,183,000	915,000	418,711	18,400	104.5	267,170	5,500,619	33,071	11,007	100	100	100		
Feb. 31, 1868	25.0			17	17		101	148	2,473,658	142,248	4,183,000	915,000	418,711	18,400	104.5	267,170	5,500,619	33,071	11,007	100	100	100		
Mar. 31, 1868	25.0			17	17		101	148	2,473,658	142,248	4,183,000	915,000	418,711	18,400	104.5	267,170	5,500,619	33,071	11,007	100	100	100		
Apr. 30, 1868	25.0			17	17		101	148	2,473,658	142,248	4,183,000	915,000	418,711	18,400	104.5	267,170	5,500,619	33,071	11,007	100	100	100		
May 31, 1868	25.0			17	17		101	148	2,473,658	142,248	4,183,000	915,000	418,711	18,400	104.5	267,170	5,500,619	33,071	11,007	100	100	100		
Jun. 30, 1868	25.0			17	17		101	148	2,473,658	142,248	4,183,000	915,000	418,711	18,400	104.5	267,170	5,500,619	33,071	11,007	100	100	100		
Jul. 31, 1868	25.0			17	17		101	148	2,473,658	142,248	4,183,000	915,000	418,711	18,400	104.5	267,170	5,500,619	33,071	11,007	100	100	100		
Aug. 31, 1868	25.0			17	17		101	148	2,473,658	142,248	4,183,000	915,000	418,711	18,400	104.5	267,170	5,500,619	33,071	11,007	100	100	100		
Sept. 30, 1868	25.0			17	17		101	148	2,473,658	142,248	4,183,000	915,000	418,711	18,400	104.5	267,170	5,500,619	33,071	11,007	100	100	100		
Oct. 31, 1868	25.0			17	17		101	148	2,473,658	142,248	4,183,000	915,000	418,711	18,400	104.5	267,170	5,500,619	33,071	11,007	100	100	100		
Nov. 30, 1868	25.0			17	17		101	148	2,473,658	142,248	4,183,000	915,000	418,711	18,400	104.5	267,170	5,500,619	33,071	11,007	100	100	100		
Dec. 31, 1868	25.0			17	17		101	148	2,473,658	142,248	4,183,000	915,000	418,711	18,400	104.5	267,170	5,500,619	33,071	11,007	100	100	100		
Jan. 31, 1869	25.0			17	17		101	148	2,473,658	142,248	4,183,000	915,000	418,711	18,400	104.5	267,170	5,500,619	33,071	11,007	100	100	100		
Feb. 31, 1869	25.0			17	17		101	148	2,473,658	142,248	4,183,000	915,000	418,711	18,400	104.5	267,170	5,500,619	33,071	11,007	100	100	100		
Mar. 31, 1869	25.0			17	17		101	148	2,473,658	142,248	4,183,000	915,000	418,711	18,400	104.5	267,170	5,500,619	33,071	11,007	100	100	100		
Apr. 30, 1869	25.0			17	17		101	148	2,473,658	142,248	4,183,000	915,000	418,711	18,400	104.5	267,170	5,500,619	33,071	11,007	100	100	100		
May 31, 1869	25.0			17	17		101	148	2,473,658	142,248	4,183,000	915,000	418,711	18,400	104.5	267,170	5,500,619	33,071	11,007	100	100	100		
Jun. 30, 1869	25.0			17	17		101	148	2,473,658	142,248	4,183,000	915,000	418,711	18,400	104.5	267,170	5,500,619	33,071	11,007	100	100	100		
Jul. 31, 1869	25.0			17	17		101	148	2,473,658	142,248	4,183,000	915,000	418,711	18,400	104.5	267,170	5,500,619	33,071	11,007	100	100	100		
Aug. 31, 1869	25.0			17	17		101	148	2,473,658	142,248	4,183,000	915,000	418,711	18,400	104.5	267,170	5,500,619	33,071	11,007	100	100	100		
Sept. 30, 1869	25.0			17	17		101	148	2,473,658	142,248	4,183,000	915,000	418,711	18,400	104.5	267,170	5,500,619	33,071	11,007	100	100	100		
Oct. 31, 1869	25.0			17	17		101	148	2,473,658	142,248	4,183,000	915,000	418,711	18,400	104.5	267,170	5,500,619	33,071	11,007	100	100	100		
Nov. 30, 1869	25.0			17	17		101	148	2,473,658	142,248	4,183,000	915,000	418,711	18,400	104.5	267,170	5,500,619	33,071	11,007	100	100	100		
Dec. 31, 1869	25.0			17	17		101	148	2,473,658	142,248	4,183,000	915,000	418,711	18,400	104.5	267,170	5,500,619	33,071	11,007	100	100	100		
Jan. 31, 1870	25.0			17	17		101	148	2,473,658	142,248	4,183,000	915,000	418,711	18,400	104.5	267,170	5,500,619	33,071	11,007	100	100	100		
Feb. 31, 1870	25.0			17	17		101	148	2,473,658	142,248	4,183,000	915,000	418,711	18,400	104.5	267,170	5,500,619	33,071	11,007	100	100	100		
Mar. 31, 1870	25.0			17	17		101	148	2,473,658	142,248	4,183,000	915,000	418,711	18,400	104.5	267,170	5,500,619	33,071	11,007	100	100	100		
Apr. 30, 1870	25.0			17	17		101	148	2,473,658	142,248	4,183,000	915,000	418,711	18,400	104.5	267,170	5,500,619	33,071	11,007	100	100	100		
May 31, 1870	25.0			17	17		101	148	2,473,658	142,248	4,183,000	915,000	418,711	18,400	104.5	267,170	5,500,619	33,071	11,007	100	100	100		
Jun. 30, 1870	25.0			17	17		101	148	2,473,658	142,248	4,183,000	915,000	418,711	18,400	104.5	267,170	5,500,619	33,071	11,007	100	100	100		
Jul. 31, 1870	25.0			17	17		101	148	2,473,658	142,248	4,183,000	915,000	418,711	18,400	104.5	267,170	5,500,619	33,071	11,007	100	100	100		
Aug. 31, 1870	25.0			17	17		101	148	2,473,658	142,248	4,183,000	915,000	418,711	18,400	104.5	267,170	5,500,619	33,071	11,007	100	100	100		
Sept. 30, 1870	25.0			17	17		101	148	2,473,658	142,248	4,183,000	915,000	418,711	18,400	104.5	267,170	5,500,619	33,071	11,007	100	100	100		
Oct. 31, 1870	25.0			17	17		101	148	2,473,658	142,248	4,183,000	915,000	418,711	18,400	104.5	267,170	5,500,619	33,071	11,007	100	100	100		
Nov. 30, 1870	25.0			17	17		101	148	2,473,658	142,248	4,183,000	915,000	418,711	18,400	104.5	267,170	5,500,619	33,071	11,007	100	100	100		
Dec. 31, 1870	25.0			17	17		101	148	2,473,658	142,248	4,183,000	915,000	418,711	18,400	104.5	267,170	5,500,619	33,071	11,007	100	100	100		
Jan. 31, 1871	25.0			17	17		101	148	2,473,658	142,248	4,183,000	915,000	418,711	18,400	104.5	267,170	5,500,619	33,071	11,007	100	100	100		
Feb. 31, 1871	25.0			17	17		101	148	2,473,658	142,248	4,183,000	915,000	418,711	18,400	104.5	267,170	5,500,619	33,071	11,007	100	100	100		
Mar. 31, 1871	25.0			17	17		101	148	2,473,658	142,248	4,183,000	915,000	418,711	18,400	104.5	267,170	5,500,619	33,071	11,007	100	100	100		
Apr. 30, 1871	25.0			17	17		101	148	2,473,658	142,248	4,183,000	915,000	418,711	18,400	104.5	267,170	5,500,619	33,071	11,007	100	100	100		
May 31, 1871	25.0			17	17		101	148	2,473,658	142,248	4,183,000	915,000	418,711	18,400	104.5</									

[illegible]

[illegible]

RAILROAD SHARE LIST, including Mileage, Rolling Stock, Debts, Income, Dividends, &c., &c.

An asterisk (*) occurring in the column headed "Rolling Stock" signifies that the cost thereof is included in that headed "Railroad." A dash (-) across the column signifies "nil," and running dots (....) signify "not ascertained." Land Grant Railroads are printed in *italics*. "State and Railroads" are distinguished by a "C."

Abstract of General Balance Sheet.																																																																																																																																																																																																																																																																																																																																																																																																																																																																																																																																																																																																																																																																																																																																																																																																																																																																																																																																																																																																																																																																																																																																																																							
Years ending.	Railroad.			Rolling Stock.			Companies.	Property and Assets.				Liabilities.				Operations.			Earnings.		Value of Shares.																																																																																																																																																																																																																																																																																																																																																																																																																																																																																																																																																																																																																																																																																																																																																																																																																																																																																																																																																																																																																																																																																																																																																		
	Main Line.	Branch Line.	2d Track and Sidings.	Railroad in progress.	Engines.			Pass.	Freight.	R. M. E.	Cars.	Railroad.	Rolling Stock.	Assets.	Accounts and Cash.	Stocks.	Bonds.	Accounts.	Surplus Income.	Railroad Operated.		Trains Moved.	Carried one mile.		Freight.	Gross.	Net.	Dividends.																																																																																																																																																																																																																																																																																																																																																																																																																																																																																																																																																																																																																																																																																																																																																																																																																																																																																																																																																																																																																																																																																																																																											
					M.	M.																	M.	M.					M.	M.	M.	M.	M.	M.	M.	M.	M.	M.	M.	M.	M.	M.	M.	M.	M.	M.	M.	M.	M.	M.	M.	M.	M.	M.	M.	M.	M.	M.	M.	M.	M.	M.	M.	M.	M.	M.	M.	M.	M.	M.	M.	M.	M.	M.	M.	M.	M.	M.	M.	M.	M.	M.	M.	M.	M.	M.	M.	M.	M.	M.	M.	M.	M.	M.	M.	M.	M.	M.	M.	M.	M.	M.	M.	M.	M.	M.	M.	M.	M.	M.	M.	M.	M.	M.	M.	M.	M.	M.	M.	M.	M.	M.	M.	M.	M.	M.	M.	M.	M.	M.	M.	M.	M.	M.	M.	M.	M.	M.	M.	M.	M.	M.	M.	M.	M.	M.	M.	M.	M.	M.	M.	M.	M.	M.	M.	M.	M.	M.	M.	M.	M.	M.	M.	M.	M.	M.	M.	M.	M.	M.	M.	M.	M.	M.	M.	M.	M.	M.	M.	M.	M.	M.	M.	M.	M.	M.	M.	M.	M.	M.	M.	M.	M.	M.	M.	M.	M.	M.	M.	M.	M.	M.	M.	M.	M.	M.	M.	M.	M.	M.	M.	M.	M.	M.	M.	M.	M.	M.	M.	M.	M.	M.	M.	M.	M.	M.	M.	M.	M.	M.	M.	M.	M.	M.	M.	M.	M.	M.	M.	M.	M.	M.	M.	M.	M.	M.	M.	M.	M.	M.	M.	M.	M.	M.	M.	M.	M.	M.	M.	M.	M.	M.	M.	M.	M.	M.	M.	M.	M.	M.	M.	M.	M.	M.	M.	M.	M.	M.	M.	M.	M.	M.	M.	M.	M.	M.	M.	M.	M.	M.	M.	M.	M.	M.	M.	M.	M.	M.	M.	M.	M.	M.	M.	M.	M.	M.	M.	M.	M.	M.	M.	M.	M.	M.	M.	M.	M.	M.	M.	M.	M.	M.	M.	M.	M.	M.	M.	M.	M.	M.	M.	M.	M.	M.	M.	M.	M.	M.	M.	M.	M.	M.	M.	M.	M.	M.	M.	M.	M.	M.	M.	M.	M.	M.	M.	M.	M.	M.	M.	M.	M.	M.	M.	M.	M.	M.	M.	M.	M.	M.	M.	M.	M.	M.	M.	M.	M.	M.	M.	M.	M.	M.	M.	M.	M.	M.	M.	M.	M.	M.	M.	M.	M.	M.	M.	M.	M.	M.	M.	M.	M.	M.	M.	M.	M.	M.	M.	M.	M.	M.	M.	M.	M.	M.	M.	M.	M.	M.	M.	M.	M.	M.	M.	M.	M.	M.	M.	M.	M.	M.	M.	M.	M.	M.	M.	M.	M.	M.	M.	M.	M.	M.	M.	M.	M.	M.	M.	M.	M.	M.	M.	M.	M.	M.	M.	M.	M.	M.	M.	M.	M.	M.	M.	M.	M.	M.	M.	M.	M.	M.	M.	M.	M.	M.	M.	M.	M.	M.	M.	M.	M.	M.	M.	M.	M.	M.	M.	M.	M.	M.	M.	M.	M.	M.	M.	M.	M.	M.	M.	M.	M.	M.	M.	M.	M.	M.	M.	M.	M.	M.	M.	M.	M.	M.	M.	M.	M.	M.	M.	M.	M.	M.	M.	M.	M.	M.	M.	M.	M.	M.	M.	M.	M.	M.	M.	M.	M.	M.	M.	M.	M.	M.	M.	M.	M.	M.	M.	M.	M.	M.	M.	M.	M.	M.	M.	M.	M.	M.	M.	M.	M.	M.	M.	M.	M.	M.	M.	M.	M.	M.	M.	M.	M.	M.	M.	M.	M.	M.	M.	M.	M.	M.	M.	M.	M.	M.	M.	M.	M.	M.	M.	M.	M.	M.	M.	M.	M.	M.	M.	M.	M.	M.	M.	M.	M.	M.	M.	M.	M.	M.	M.	M.	M.	M.	M.	M.	M.	M.	M.	M.	M.	M.	M.	M.	M.	M.	M.	M.	M.	M.	M.	M.	M.	M.	M.	M.	M.	M.	M.	M.	M.	M.	M.	M.	M.	M.	M.	M.	M.	M.	M.	M.	M.	M.	M.	M.	M.	M.	M.	M.	M.	M.	M.	M.	M.	M.	M.	M.	M.	M.	M.	M.	M.	M.	M.	M.	M.	M.	M.	M.	M.	M.	M.	M.	M.	M.	M.	M.	M.	M.	M.	M.	M.	M.	M.	M.	M.	M.	M.	M.	M.	M.	M.	M.	M.	M.	M.	M.	M.	M.	M.	M.	M.	M.	M.	M.	M.	M.	M.	M.	M.	M.	M.	M.	M.	M.	M.	M.	M.	M.	M.	M.	M.	M.	M.	M.	M.	M.	M.	M.	M.	M.	M.	M.	M.	M.	M.	M.	M.	M.	M.	M.	M.	M.	M.	M.	M.	M.	M.	M.	M.	M.	M.	M.	M.	M.	M.	M.	M.	M.	M.	M.	M.	M.	M.	M.	M.	M.	M.	M.	M.	M.	M.	M.	M.	M.	M.	M.	M.	M.	M.	M.	M.	M.	M.	M.	M.	M.	M.	M.	M.	M.	M.	M.	M.	M.	M.	M.	M.	M.	M.	M.	M.	M.	M.	M.	M.	M.	M.	M.	M.	M.	M.	M.	M.	M.	M.	M.	M.	M.	M.	M.	M.	M.	M.	M.	M.	M.	M.	M.	M.	M.	M.	M.	M.	M.	M.	M.	M.	M.	M.	M.	M.	M.	M.	M.	M.	M.	M.	M.	M.	M.	M.	M.	M.	M.	M.	M.	M.	M.	M.	M.	M.	M.	M.	M.	M.	M.	M.	M.	M.	M.	M.	M.	M.	M.	M.	M.	M.	M.	M.	M.	M.	M.	M.	M.	M.	M.	M.	M.	M.	M.	M.	M.	M.	M.	M.	M.	M.	M.	M.	M.	M.	M.	M.	M.	M.	M.	M.	M.	M.	M.	M.	M.	M.	M.	M.	M.	M.	M.	M.	M.	M.	M.	M.	M.	M.	M.	M.	M.	M.	M.	M.	M.	M.	M.	M.	M.	M.	M.	M.	M.	M.	M.	M.	M.	M.	M.	M.	M.	M.	M.	M.	M.	M.	M.	M.	M.	M.	M.	M.	M.	M.	M.	M.	M.	M.	M.	M.	M.	M.	M.	M.	M.	M.	M.	M.	M.	M.	M.	M.	M.	M.	M.	M.	M.	M.	M.	M.	M.	M.	M.	M.	M.	M.	M.	M.	M.	M.	M.	M.	M.	M.	M.	M.	M.	M.	M.	M.	M.	M.	M.	M.	M.	M.	M.	M.	M.	M.	M.	M.	M.	M.	M.	M.	M.	M.	M.	M.	M.	M.	M.	M.	M.	M.	M.	M.	M.	M.	M.	M.	M.	M.	M.	M.	M.	M.	M.	M.	M.	M.	M.	M.	M.	M.	M.	M.	M.	M.	M.	M.	M.	M.	M.	M.	M.	M.	M.	M.	M.	M.	M.	M.	M.	M.	M.	M.	M.	M.	M.	M.	M.	M.	M.	M.	M.	M.	M.	M.	M.	M.	M.	M.	M.	M.	M.	M.	M.	M.	M.	M.	M.	M.	M.	M.	M.	M.	M.	M.	M.	M.	M.	M.	M.	M.	M.	M.

CITY PASSENGER RAILROAD SHARE AND BOND LISTS.

PASSENGER RAILROAD SHARE LIST.

N. B.—A dash [—] signifies "nil" and leaders [....] "not ascertained."

Fiscal year ending.	Length, equi- val't in single tr. m.	Equip- ment, in progress or projected.	Companies.	Cost of Road and Equip- ment.	Share Capital paid in.	Indebted- ness.	Earnings.	Dividends on paid capital.	Par Value.	Market Price.
	m.	m.	No. of Cars.							
			Horse. 2-horse. 1-horse.			Bonded Debt. Floating Debt.	Gross. Net.			
MASSACHUSETTS.										
30 Nov. '67	3.53			Boston and Chelsea	110,000	110,000	8,800	7,396	6.8	37
30 Nov. '67	6.84		265 38	Broadway, Boston	402,468	325,000	64,336	187,427	29,460	9.5
30 Nov. '67	28.31			Cambridge	877,894	727,800	150,000	94	9.0	98
30 Nov. '67	3.99		48 8	Lowell (Horse)	66,908	55,830	1,686	27,268	5,538	
30 Nov. '67	12.50		196 32	Lynn and Boston	269,426	200,000	50,000	48,954	154,987	10
0 Nov. '67	3.60			Malden and Melrose	60,246	200,000	55,768	24,138	loss.	25
30 Nov. '67	3.08			Marginal Freight	91,543	94,200				
30 Nov. '67	42.99		791 166	Medford and Charlestown	36,600	21,000	9,000	23,442	2,240	50 25
30 Nov. '67	7.21		254 42	Metropolitan (Boston)	1,523,225	1,250,000	183,198	736,709	129,635	10
30 Nov. '67	3.25		23 7	Middlesex (Boston)	499,685	400,000	41,539	79,694	188,055	10,087
30 Nov. '67	2.13		2 2	Northampton & Williamsb.	300,000	300,000	2,318	14,273	1,125	
30 Nov. '67	4.45		55 9	North Woburn street	27,242	17,800	13,500	368	loss.	
30 Nov. '67	7.10		55 17	Quincy	136,840	71,600	64,424	57,692	38,226	loss.
30 Nov. '67	3.74		12 3	Salem and South Danvers	195,317	150,000	32,400	6,288	36,687	loss.
30 Nov. '67	2.61			Somerville	75,000	75,000		4,500	4,500	6
30 Nov. '67	6.84		440 68	Stoneham street (Boston)	37,300	33,000		8,589	89	39
30 Nov. '67	2.76			Suburban	95,000	5,000	(Inc. in Mal. & Melrose.)			
30 Nov. '67	4.06		44 9	Union (Transportation)	208,870	200,000	24,000	117,942	368,351	13,015
30 Nov. '67	2.76			Winnisimmet	62,152	58,300	238	4,300	3,867	4
30 Nov. '67	4.06			Worcester	89,873	75,900	72,000	26,000		
CONNECTICUT.										
31 Jan. '64	3.0	3.0	45 7	Fairhaven and Westville	102,000	100,000			8	
31 Dec. '62	8.5		11 3	Hartford and Wethersfield	300,000	300,000				
NEW YORK.										
30 Sep. '67	7.37		87 6	Albany	139,414	98,000	40,000	71,961	15,873	100
30 Sep. '67	22.00		58	Bleecker St. & Fulton Ferry	1,746,441	900,000	694,000	44,749	298,418	56,543
30 Sep. '67	19.70		37	Broadway (Brooklyn)	266,561	200,000	35,000	10,015	107,736	28,744
30 Sep. '67	15.00		103	Broadway & 7th Ave., N. Y.	608,818	2,100,000	150,000	687,433	253,214	34
30 Sep. '67	8.00		17	Brooklyn, Bath & Coney Is'd	166,269	99,850	80,000	85,172	27,253	3,994
30 Sep. '67	70.00		207	Brooklyn City	1,800,813	1,600,000	300,000	1,131,129	195,907	12
30 Sep. '67	11.00		49	Brooklyn City & Newtown	553,340	400,000	200,000	29,587	129,267	14,852
30 Sep. '67	1.12		14	Brooklyn City & Rock. B'n	125,686	107,700	45,000	15,085	6,352	100
30 Sep. '67	21.00		57 25	Brooklyn Central & Jamaica	995,783	488,100	498,810	47,303	192,290	9,470
30 Sep. '67	8.10			Buffalo Street	184,357	50,000	50,000	109,500	76,683	24,455
30 Sep. '67	1.76			Central City (Syracuse)	29,130	21,130	6,000	1,400	17,646	4,786
30 Sep. '67	24.00		121 14	Central Pk. N. & E. Riv. (N. Y.)	1,629,963	1,031,500	550,000	64,827	531,915	16,285
30 Sep. '67	14.82			Coney Island & Brooklyn	644,672	500,000	141,000	47,727	118,307	226
30 Sep. '67	2.19		201	D. Dock, E. B'dw. & Battery	678,114	1,200,000	672,000	15,000	582,532	89,310
30 Sep. '67	18.00		162	Eighth Avenue	1,420,972	1,000,000	200,000	792,574	139,095	12
30 Sep. '67	10.24		43	42d st. & Grand st. Ferry	1,041,204	748,000	260,000	300,969	94,714	5
30 Sep. '67	5.50			Grand st. & Newtown (W'g)	172,000	170,000	38,000	5,000	74,420	18,793
30 Sep. '67	3.00			Genesee & Water st. (Syr.)	42,194	42,600		8,765	419	100
30 Sep. '67	8.36			Greenpoint & Williamsburg	144,000	44,300	100,000	3,600	68,603	4,578
30 Sep. '67	10.60		21	Harlem Br. Morris & Ford'm	227,400	95,900	124,000	7,500	27,600	1,520
30 Sep. '67	3.56		17	Kingsford and Rondout	78,510	78,000		24,961	4,000	100
30 Sep. '67	7.00		58	Metropolitan (Brooklyn)	361,500	191,500	184,000	4,000	24,961	4,000
30 Sep. '67	12.20			Ninth Avenue	466,295	797,320	167,000	92,671	16,881	100
30 Sep. '67	6.76			Niagara street (Buffalo)	118,083	80,000	40,000	1,247	66,470	3,345
30 Sep. '67	10.00		41	Rochester City & Brighton	286,061	133,400	100,000	13,000	48,259	1,601
30 Sep. '67	16.00			Second Avenue (N. Y.)	1,416,512	800,000	700,000	137,690	458,945	9,470
30 Sep. '67	8.37		81	Sixth Avenue (N. Y.)	1,571,214	750,000	186,000	563,166	73,564	10
30 Sep. '67	5.33			Skaneateles	88,878	67,780	20,000			100
30 Sep. '67	2.07			Syracuse and Geddes	25,038	25,000	25,000	13,075	5,046	20
30 Sep. '67	4.37			Syracuse and Onondago	31,000	31,000		6,596	1,176	5
30 Sep. '67	18.00		180	Third Avenue (N. Y.)	2,453,404	1,170,000	1,380,000	50,000	1,184,945	222,222
30 Sep. '67	3.33			Troy and Albany	71,952	44,150	19,000	11,233	12,446	2,140
30 Sep. '67	15.50			Utica and Waterville	301,268	121,172	196,500	1,200	76,179	14,707
30 Sep. '67	2.25		4	V. Brunt st. & Erie B'n (Bk'n)	75,000	75,000	12,000	1,534	17,395	2,267
30 Sep. '67	15.52			Westervelt (Albany)	294,388	240,000	134,000	2,700	104,223	14,721
NEW JERSEY.										
31 Dec. '62	5.32		7	Hoboken and Hudson City	32,000	30,000		2,000		
31 Dec. '62	5.05	2.50	8	Hoboken and Weehawken	134,400	70,000	60,000	17,228	9,988	3
31 Dec. '62	10.47			Jersey City & Bergen Point						
31 Dec. '62	17.00		150 22	Orange and Newark	618,286	287,550	300,000	30,750	124,679	30,566
31 Dec. '62	5.80		8	West Hoboken & Hoboken	100,000	40,000	60,000			
PENNSYLVANIA.										
31 Oct. '67	9.23		137 26	Citizens' (Pittsburg)	230,480	166,000	56,300	7,700	144,008	59,180
31 Oct. '67	1.63		10 2	Easton & South Easton	22,422	24,500	500	4,971	428	2 25
31 Oct. '67	10.60			Frankford and Philadelphia	138,267	99,635	50,000	11,694	16,786	loss.
31 Oct. '67	16.37		272 40	Frankford & Southw'k (Ph.)	766,491	491,650	200,000	295,142	66,995	6 50 33
31 Oct. '67	34.25		367 59	Germantown	642,270	112,245	350,000	20,000	284,574	63,582
31 Oct. '67	5.40		120 25	Girard College (Phila.)	170,864	170,000		112,204	15,978	12 50 24
31 Oct. '67	4.84		107 38	Green & Coates st. (Phila.)	234,463	150,000	100,000	170,439	9,604	10 50 31
31 Oct. '67	2.00		18 5	Harrisburg City	57,948	41,595	9,760	2,248	9,777	loss.
31 Oct. '67	5.20		103 18	Lombard & South st. (Phila.)	162,957	90,000	60,200	7,900	66,529	15,045
31 Oct. '67	7.25		82 13	Oakland (Pittsburg & E. L.)		59,509	57,718	890	49,980	loss.
31 Oct. '67	3.00		9 3	Peoples, Luzerne County	34,800	34,800		4,600	2,382	100
31 Oct. '67	7.08		277 45	Philadelphia City (C. & W.)	436,911	225,000	150,000	61,911	226,014	53,011
31 Oct. '67	5.61		50 10	Philadelphia and Darby	250,419	160,000	89,000	38,371	9,452	12 50 12
31 Oct. '67	8.50		125 19	Philadelphia & Gray's Ferry	285,583	245,307		9,888	23,343	3 50 24
31 Oct. '67	9.75		163 28	Pittsb. Allegheny & Manch'r	146,495	110,000	35,000	24,916	138,501	22,495
31 Oct. '67	3.90		71 12	Pittsburg and Birmingham	82,596	76,000	10,000	10,000	14,862	21,550
31 Oct. '67	8.00		53 12	Pittsburg & Manyunk	179,635	120,500	63,300	40,759	6,726	2 50
31 Oct. '67	3.96			Schuylkill River (Phila.)	47,498	50,000				50
31 Oct. '67	19.50		489 72	Second & Third St. (Phila.)	487,936	339,007	114,200	68,088	403,156	105,448
31 Oct. '67	5.62		100 13	17th & 19th st. (Phila.)	114,568	130,000		69,627	11,284	4 50 13
31 Oct. '67	7.00		104 32	10th & 11th st. (Citizens')	176,049	192,756		131,728	22,160	31 50 73
31 Oct. '67	6.25		145 28	13th & 15th st. (Phila.)		uncertain		308,984	84,648	50
31 Oct. '67	25.00		529 70	Union (Philadelphia)	764,927	400,000	300,000	306,348	42,591	7 50 42
31 Oct. '67	6.00		341 66	West Philadelphia	479,706	375,000	100,000	281,058	50,692	10 50 66
31 Oct. '67	4.13		13 4	Wilkesbarre and Kingston	70,285	49,800		8,500	12,119	7,423
31 Oct. '67	1.02		10 4	Williamsport	20,367	15,600	5,000	1,127	8,665	1,319
MARYLAND.										
31 Dec. '62	21.00		340 50	Baltimore City	700,000	670,000		31,549	239,059	21,058
OHIO.										
31 Dec. '62	5.00			Cincinnati Street	151,913	150,000				
31 Dec. '62	5.00			City (Cinc.) Passenger	111,412	100,000				
31 Dec. '62	8.75			Passenger (Cinc.)	69,237	60,000				

PASSENGER RAILROAD BONDS.

DESCRIPTION.	Amount out- standing.	INTEREST.		Payable Year.	Market Value.
		Rate.	Pay- able.		
Broadway (Brooklyn):		\$	pc	Months.	
Real Estate Mortgage	27,500	7	J. & J.	Var.	
Broadway & 7th Avenue:					
1st Mortgage	600,000	7	J. & D.	1884	
Brooklyn, Bath & Coney Is'd					
1st Mortgage	80,000	7	J. & J.	1883	
Brooklyn and Rockaway					
1st Mortgage	35,000	7	J. & J.		
Brooklyn Centr. & Jamaica:					
1st Mortgage	498,000	7	J. & D.	1870	
Brooklyn City					
1st Mortgage	170,000	7	J. & J.	1872	
Brooklyn City & Newtown:					
1st Mortgage	200,000	7	J. & J.	1872	
Brooklyn City & Ridgewood:					
1st Mortgage	20,000	7	J. & J.	1884	
Cambridge:					
1st Mortgage	150,000	6	J. & J.	1883	89
Central Park, East & North River:					
1st Mortgage	550,000	7	J. & J.	1874	
Citizens' Pittsburg					
1st Mortgage	56,300	7	J. & J.	1870	
Coney Island and Brooklyn:					
1st Mortgage	148,000	7	J. & J.	1873	
Delaware County:					
1st Mortgage	6,500	7			
Dorchester:					
Real Estate Mortgage	5,000	6			
D. Dock, E. B'dw. & Battery:					
1st Mortgage	550,000	7	J. & J.		
Eight Avenue					
1st Mortgage	160,000	7	J. & J.		
Forty-second street:					
1st Mortgage	127,150	7	J. & J.	1873	
Real Estate	134,500	7	J. & J.		
Frankford and Southwark:					
1st Mortgage	200,000	7	J. & J.	1869	90
Frankfort and Philadelphia:					
1st Mortgage	50,000	7			
Germantown:					
1st Mortgage	350,000	7	J. & J.	1869	
Green and Coates St.:					
1st Mortgage	100,000	7	J. & J.	1870	83
Harlem Br. Morris & Ford'm					
1st Mortgage	124,000	7	J. & J.		
Hestonville Mantua & Fair- mount:					
1st Mortgage	183,600	7	J. & J.	1869	
Hoboken and Weehawken:					
1st Mortgage	60,000	7	M. & S.	1872	
Lynn and Boston:					
1st Mortgage [road]:	50,000	6	J. & J.	171-72	91
Malden and Melrose:					
1st Mortgage guaranteed	68,727	6		1880	91
Medford and Charlestown:					
1st Mort. [Winter St. Br.]	9,500	6			
Middlesex:					
1st Mortgage	38,000				
Malden & Melrose bonds	46,971				
Real Estate	6,000				
Ninth Avenue:					
1st Mortgage	112,000	7			
North Philadelphia:					
1st Mortgage	100,000	7		1869	
Orange and Newark:					
1st Mortgage Broad street	100,000	7	J. & J.	1881	
" O. & Newark	100,000	7	J. & J.	1880	
2d Mortgage	100,000	7	J. & J.	1883	
Philadelphia City:					
1st Mortgage	140,000	6	J. & J.	1879	83
Philadelphia and Darby:					
1st Mortgage	17,000	7	J. & J.	1870	
Phila. and Gray's Ferry:					
1st Mortgage	15,500	7	J. & J.	1869	
Pittsb. Allegh'y & Manch.:					
1st Mortgage	35,000	7	J. & J.	1871	
Pittsburg & Birmingham:					
1st Mortgage	10,600	7	J. & J.	1870	
Pittsburg & East Liberty:					
1st Mortgage	87,000	7	J. & J.	1871	
Quincy:					
Plain bonds	58,400		M. & S.	1868	
Richmond and Schuylkill:					
1st Mortgage	30,000	7	J. & J.	1870	
Rochester City & Brighton					
1st Mortgage	100,000	7	J. & J.		
Second Avenue:					
1st Mortgage	620,000	7	J. & D.	1867	
Second and Third Street:					
1st Mortgage	100,000	7	J. & J.	1868	90
2d Mortgage	114,200	7	J. & J.	1869	10
Third Avenue:					
1st Mortgage	1,000,000	7	J. & J.	1870	
Real Estate bonds	480,000				
Union:					
Real Estate Mortgage	300,000	6	J. & D.	1876	
Utica and Waterville:					
1st Mortgage	100,000	7			
Van Brunt et al Erie Basin:					
1st Mortgage	12,000	7	J. & J.		
West Hoboken & Hoboken:					
1st Mortgage	60,000	7	M. & N.	1878	
West Philadelphia:					
1st Mortgage	28,500	7	J. & J.	1869	

PREFERRED & GUARANTEED STOCKS.

(Marked with an asterisk (*) are guaranteed by lessees and thus (†) have equal dividends with lessees' stock.)

COMPANIES.	Amount outstanding.	Rate.	Paid.	Market Price.
RAILROAD STOCKS:				
Atlantic & Gt. West'n (O. D.) pref.	\$1,919,000	7	7	100
Atlantic & St. Lawrence* guar.	2,494,000	4	4	100
Baltimore and Ohio, pref.	3,000,000	6	6	100
Berkshire* guaranteed	600,000	7	7	100
Blossburg and Corning* guar.	250,000	5	5	100
Boston, Concord and Montreal, pref.	1,340,000	6	6	100
Buffalo, N. York and Erie* guar.	950,000	7	7	100
Camden and Atlantic, pref.	600,000	7	7	100
Catawissa* pref. and guar.	2,290,000	7	7	100
Cayuga and Susquehanna* guar.	589,110	9	9	100
Cedar Rapids & Missouri* preferred and guaranteed	755,000	7	7	100
Central Ohio, preferred	400,000	7	7	100
Chemung* guar.	350,000	8	8	100
Cheshire, preferred	2,017,815	7	7	100
Chicago and Alton, pref.	2,425,400	7	7	100
Chicago, Iowa and Nebraska* guar.	2,600,000	7	7	100
Chicago and Northwestern, pref.	16,356,287	7	7	100
Cleveland and Mahoning* guar.	2,056,000	7	7	100
Cleveland and Toledo* guar.	6,250,000	7	7	100
Coechecho, preferred	177,750	8	8	100
Connecticut and Passumpsic Rivers, preferred	1,822,100	6	6	100
Cumberland Valley, 1st pref.	241,900	8	8	100
" 2d pref.	242,000	8	8	100
Delaware* guaranteed	594,261	6	6	100
Detroit & Milwaukee* preferred and guaranteed	1,500,000	6	6	100
Dubuque and Sioux City* preferred and guaranteed	1,088,170	7	7	100
Dubuque Southwestern, pref.	330,308	7	7	100
Eastern (N. H.)* guaranteed	492,500	8	8	100
Elmira, Jefferson and Canandaigua* guaranteed	500,000	5	5	100
Elmira and Williamsport* guar.	500,000	5	5	100
Elmira and Williamsport* preferred and guaranteed	500,000	7	7	100
Erie, preferred	8,556,910	7	7	100
Hannibal and St. Joseph, pref.	5,253,836	7	7	100
Harrisburg and Lancaster* guar.	1,182,550	7	7	100
Houston, preferred	1,180,000	8	8	100
Huntingdon & Broad Top Mountain, preferred	100,750	7	7	100
Joliet and Chicago* guar.	1,500,000	7	7	100
Joliet and Northern Indiana* guar.	300,000	8	8	100
Lackawanna and Bloomsburg, pref.	500,000	7	7	100
Leeds and Farmington* guar.	500,000	5	5	100
Little Schuylkill* guar.	2,646,100	7	7	100
Louisville, Cincinnati and Lexington preferred	211,122	9	9	100
Marietta and Cincinnati, 1st pref.	6,586,135	6	6	100
" 2d pref.	4,051,744	6	6	100
Manchester and Lawrence*	1,000,000	9	9	100
Michigan Southern, guaranteed	586,800	10	10	100
Mill Creek and Mine Hill* guar.	323,375	10	10	100
Milwaukee and P. du Chien, 1st pref.	3,214,250	8	8	100
" 2d pref.	1,014,000	7	7	100
Milwaukee and St. Paul, preferred	8,050,892	7	7	100
Mine Hill and Schuylkill Haven* guaranteed	3,775,000	8	8	100
Mount Carbon & Ft. Carbon* guar.	282,250	12	12	100
New Haven and Northampton*	1,344,000	2	2	100
New York and Harlem, pref.	1,500,000	8	8	100
Niagara River and Canandaigua* guar.	1,000,000	6	6	100
North Eastern (S. C.)* preferred	155,000	8	8	100
Ogdensburg and L. Champlain, pref.	1,037,000	8	8	100
Ohio and Mississippi* guar.	3,500,000	7	7	100
Paterson and Hudson* guar.	650,000	8	8	100
Paterson and Ramapo* guar.	248,000	5	5	100
Peoria and Bureau Valley* guar.	1,200,000	6	6	100
Philadelphia and Erie*	5,096,700	10	10	100
Philadelphia and Reading, pref.	1,551,500	10	10	100
Philadelphia and Trenton* guar.	1,099,120	10	10	100
Pittsfield and North Adams* guar.	450,000	6	6	100
Portl. & Kennebec (Yarmouth) guar.	292,400	6	6	100
Portland, Saco & Portsmouth* guar.	1,500,000	6	6	100
Portsmouth and Concord*	350,000	7	7	100
Richmond, Fredericksb. & Potomac, guaranteed	142,900	7	7	100
Rochester and Genesee Valley*	557,560	7	7	100
Rutland, preferred	57,700	7	7	100
St. Louis, Alton and T. H., pref.	2,040,000	7	7	100
Sandusky and Cincinnati, pref.	445,596	6	6	100
Schuylkill Valley* guar.	576,050	5	5	100
Shamokin Valley & Pottsville* guar.	869,450	5	5	100
Tol., Peoria & Warsaw (W. D.) pref.	1,300,000	7	7	100
" (E. D.) pref.	1,700,000	7	7	100
Toledo, Wabash and Western, pref.	1,000,000	7	7	100
Troy and Greenbush* guar.	274,000	7	7	100
Vermont and Canada* guar.	2,500,000	8	8	100
Warren* guar.	1,408,300	7	7	100
White Mountains* guar.	200,000	5	5	100
Wrightsw. York & Gettysburg* pref.	317,050	2	2	100
CANAL STOCKS:				
Delaware Division* guar.	1,033,350	8	8	100
Morris, preferred	1,175,000	10	10	100
Schuylkill Navigation, pref.	2,888,997	6	6	100
Union, preferred	6	6	6	100
MISCELLANEOUS STOCKS:				
Cumberland Coal, pref.	6	394	394	100
Mariposa Mining, pref.	6,774,400	7	7	100

WHOLESALE PRICE CURRENT.

IRON—DUTY: Bars, 1 to 1½ cents per lb.; Railroad, 70 cents per 100 lb.; Boiler and Plate, 1½ cents per lb.; Sheet, Band, Hoop and Scroll, 1½ to 1¾ cents per lb.; Pig, 40 per ton; Polished, 3 cents per lb.	
Pig, Scotch, No. 1.....	per ton 41 @ 45
Pig, American, No. 1 (good to best).....	41 @ 43
Pig, American, No. 2.....	37 @ 39
Pig, American, Forge.....	34 @ 38
Bar, Refined, English and American.....	90 @ 95
Bar, Swedes, assorted sizes.....	(gold) 82 @ 87
STORE PRICES:	
Bar, Swedes, ordinary sizes.....	@ 155
Bar, English and American, Refined.....	@ 100
Bar, English and American, Common.....	@ 90
Scroll.....	130 @ 175
Ovals and Half-round.....	125 @ 155
Band.....	130 @
Horse Shoe.....	130 @
Rods, 1½ to 3 inch.....	105 @ 165
Hoop.....	135 @ 190
Nail Rod.....	per lb. 9½ @ 10½
Sheet, Russia, assorted No.'s.....	(gold) 11½ @ 13
Sheet, Single D. and T. Common.....	5½ @ 7½
Rails, English.....	(gold) per ton 51 @ 52
Rails, American.....	79 @ 81
Anvils, Eagle.....	per lb. 9½ @
STEEL—DUTY: Bars and Ingots, valued at 7 cents per lb., or under 2½ cents; over 7 cents and not above 11, 3 cents per lb.; over 11 cents, 2½ cents per lb., and 10 per cent. ad val. (Store prices.)	
English, Cast (2d and 1st quality), per lb.....	18 @ 23
English Spring (2d and 1st quality).....	10 @ 12½
English Blister (2d and 1st quality).....	11½ @ 20
English Machinery.....	13½ @ 16
English German (2d and 1st quality).....	14 @ 16
American Blister "Black Diamond".....	10½ @ 16
American, Cast, Tool, do.....	19 @
American, Spring, do.....	10 @ 13
American Machinery do.....	@ 13
American German do.....	10 @ 13
COPPER—DUTY: Pig, Bar and Ingot, 2½; old Copper 2 cents per lb.; Manufactured, 35 per cent. ad val.; Sheathing Copper and Yellow Metal, in Sheets, 20 inches long, and 14 inches wide, weighing 14½ to 15½ oz. per square foot, 3 cents per lb.	
Sheathing, New.....	per lb. @ 33
Bolts.....	33 @
Braziers'.....	33 @
Nails.....	@ 42
Sheathing, &c., Old.....	20 @ 21
Sheathing, Yellow Metal.....	26 @
Bolts, Yellow Metal.....	@ 26
American Ingot.....	22½ @ 22½
TIN—DUTY: Pig, Bars and Block, 15 per cent. ad val.; Plate and Sheets and Terne Plates, 25 per cent. ad val.	
Banca.....	(gold) per lb. @ 27½
Straits.....	(gold) 25½ @ 26
English.....	(gold) @ 25½
Plates—Fair to good brands.....	Gold—Currency—
I. C. Charcoal.....	per box 8 @ 8 50 11 25 @ 11 75
I. C. Coke.....	7 @ 7 50 9 50 @ 10 50
Coke Terne.....	6 12½ @ 6 25 8 50 @ 8 75
Charcoal Terne.....	7 75 @ 8 11 50 @ 11
PETROLEUM—DUTY: Crude, 20 cents; Refined 40 cents per gallon.	
Crude, 40 @ 47 gravity (in bulk), per gall.....	15 @
Crude, 40 @ 47 gravity (in shipping order).....	@ 19
Refined, in bond, prime L. S. to W. (110 @ 115 test).....	@ 27½
Refined, Standard White (in ship'g order).....	28 @ 28½
Refined, prime White (in shipping order).....	@ 29
Refined, S. W. (in merchantable order).....	@ 27
Naphtha, Refined, (60 @ 63 gravity).....	12 @ 13½
Residuum.....	per bbl. @ 3 75
GLASS—DUTY: Cylinder or Window Polished Plate, not over 10 by 15 inches, 2½ cents per sq. foot; larger and not over 16 by 24 inches, 4 cents per sq. foot; larger and not over 24 by 30 inches, 8 cents per sq. foot; above that, and not exceeding 24 by 60 inches, 20 cents per sq. foot; all above that, 40 cents per sq. foot; on unpolished Cylinder, Crown and Common Window, not exceeding 10 by 15 inches square, 14; over that, and not over 16 by 24, 2; over that, and not over 20 by 30, 2½; all over that, 3 cents per lb.	
American Window—1st, 2d, 3d & 4th qualities. New List.	
6 by 8 to 7 by 9.....	per 50 feet. 7 75 @ 6
8 by 10 to 10 by 15.....	8 25 @ 6 50
11 by 14 to 12 by 18.....	9 75 @ 7
14 by 16 to 16 by 24.....	10 50 @ 7 50
18 by 22 to 18 by 30.....	12 25 @ 8
20 by 30 to 24 by 30.....	15 @ 9
24 by 31 to 24 by 36.....	16 50 @ 10
25 by 36 to 30 by 44.....	17 50 @ 12 50
30 by 46 to 32 by 48.....	20 @ 13 50
32 by 50 to 32 by 56.....	22 @ 14 50
Above.....	25 @ 16
(The above subject to a discount of 45@50 per cent.)	
French Window—1st, 2d, 3d and 4th qualities.	
(Single Thick.) (New List, March 11th.)	
6 by 8 to 8 by 10.....	per 50 feet. 8 50 @ 6 25
8 by 11 to 10 by 15.....	9 @ 6 75
11 by 14 to 12 by 18.....	10 @ 7 50
13 by 18 to 16 by 24.....	11 @ 8
18 by 22 to 18 by 30.....	13 50 @ 9
20 by 30 to 24 by 30.....	16 50 @ 10
24 by 32 to 24 by 36.....	18 @ 12
25 by 36 to 26 by 40.....	20 @ 16
28 by 40 to 30 by 48.....	22 @ 18
30 by 50 to 32 by 56.....	24 @ 20
32 by 58 to 34 by 60.....	27 @ 23
(Subject to a discount of 40@50 per cent.)	
English sells at 85 per cent. off the above rates.	

New York Stock Exchange.

Actual Sale Prices for the week ending Nov. 18.

Th. 12. F. 13. Sat. 14. M. 16. Tu. 17. W. 18.

Atlantic M. S. S. Co.....	27½	119	119	119	119
Boston, Hartford & Erie.....	46½	119½	119	47	119
California 7s (gold).....	134	135	136	137	137½
Canton Co.....	140	136½	135	136½	137½
Central of N. Jersey.....	119½	134	135	136	137½
Chicago & Alton.....	136½	135	136½	137	137½
" pref.....	140	136½	135	136½	137½
" 1 M.....	136½	135	136½	137	137½
" S. F.....	136½	135	136½	137	137½
" Inc. bds.....	136½	135	136½	137	137½
Chicago, Burl. & Q.....	169	169	170	170	170
" 8s, 1883.....	169	169	170	170	170
Chi. & Gt. Eastern 1st m.....	81½	81½	84½	85½	85½
Chi. & Northwestern.....	81½	82	84½	87½	84½
" pref.....	83½	82	84½	87½	84½
" 1st M.....	83½	82	84½	87½	84½
" Interest.....	90	90	90	90	90
" S. F.....	90	90	90	90	90
" Consol.....	92½	92½	92½	92½	92½
Chic. Rock Isl. & Pac. 102½	101½	104½	106½	104	105
Chicago & R. I. 7s, 1870, 102½	101½	104½	106½	104	105
Chi. R. I. & Pa. 7s, 1906 94½	94½	94½	94½	94	94
Clev. Col. C. and Ind.....	76½	76½	76½	76	76
Clev. & Pittsburgh.....	83½	82	86	85½	84½
" 2 M.....	83½	82	86	85½	84½
" 3 M.....	90	90	90	90	90
" 4 M.....	90	90	90	90	90
" Con.....	90	90	90	90	90
Clev. and Toledo.....	98½	96	98	99½	99½
" S. F.....	98½	96	98	99½	99½
Col. Chi. & Ind. C.....	73	73	73	73	73
" 1 M.....	74	73	73	73	73
Cumberland Coal pref.....	35	35	36	36	39½
Del. & Hudson Canal.....	128½	129	128	129½	129
Del. Lack. & Western.....	126	126	126	126	126
" 1 M.....	126	126	126	126	126
" 2 M.....	126	126	126	126	126
Erie Railway.....	37½	35½	38½	51½	47
" pref.....	37½	35½	38½	51½	47
" 1 M.....	37½	35½	38½	51½	47
" 2 M.....	37½	35½	38½	51½	47
" 3 M.....	37½	35½	38½	51½	47
" 4 M.....	37½	35½	38½	51½	47
" 5 M.....	37½	35½	38½	51½	47
Great Western 2d mort.....	122½	120	123½	126	123½
Hudson River.....	122½	120	123½	126	123½
" 1 M.....	122½	120	123½	126	123½
" 2 M.....	122½	120	123½	126	123½
" 3 M.....	122½	120	123½	126	123½
Illinois Central.....	143	143	143	143	143
" bonds.....	143	143	143	143	143
Lake Shore (C. P. & A.).....	96	96	96	96	96
Marietta & Cin. 1st pref.....	116	116	116	116	116
" 2d pref.....	116	116	116	116	116
Michigan Central.....	116	116	116	116	116
" S. F.....	116	116	116	116	116
" conv. 8s, '69.....	116	116	116	116	116
M. S. and N. L.....	82½	83	83	84	83
" 1 M.....	82½	83	83	84	83
" 2 M.....	82½	83	83	84	83
Mil. and P. du Chien.....	105	105	105	105	105
" 1st pref.....	105	105	105	105	105
" 2d pref.....	105	105	105	105	105
" 1st M.....	105	105	105	105	105
Milw. and St. Paul.....	69½	67	69½	71	69
" pref.....	82	80½	84	84½	83
" 1st mort.....	82	80½	84	84½	83
" 2d mort.....	82	80½	84	84½	83
" 8s.....	101	101	101	101	101
" 7 3-10s con.....	97	97	97	97	97
Missouri 6s.....	89½	89½	89½	90	89½
" H. & St. J. iss.....	89½	89½	89½	90	89½
Morris and Essex.....	95	95	95	95	95
" 1st mort.....	95	95	95	95	95
" 2d mort.....	95	95	95	95	95
N. Jersey R.R. & T. Co. 132	114	114	114	114	114
New York Central.....	118½	114½	117½	123½	118½
" 7s, S.F. 1876.....	118½	114½	117½	123½	118½
" 7s, conv. '76.....	118½	114½	117½	123½	118½
" 6s, S.F. 1883.....	118½	114½	117½	123½	118½
" 6s, S.F. 1887.....	118½	114½	117½	123½	118½
N. York and Harlem.....	118½	114½	117½	123½	118½
" pref.....	118½	114½	117½	123½	118½
" 1 M.....	118½	114½	117½	123½	118½
N. Y. and N. Haven.....	142½	142½	142	142	141
N. Carolina 6s.....	66	66	65	64	64
" new.....	65½	64	64	64	64
Ohio and Miss.....	29	29	30	30	30
" pref.....	29	29	30	30	30
" 1st M.....	29	29	30	30	30
Pacific Mail S. S. Co.	114½	112½	114½	118½	113½
Panama.....	114½	112½	114½	118½	113½
Phila. and Reading.....	97	95½	98	99	97
Pitta, Ft. W. & Chicago.....	107	105½	107½	108½	107½
" 1 M.....	107	105½	107½	108½	107½
" 2 M.....	107	105½	107½	108½	107½
" 3 M.....	93	103	103	103	103
Quicksilver Mining Co.....	21½	21½	21½	21½	22
St. L., Alton & T. H.....	62	60½	62	62	62
" pref.....	62	60½	62	62	62
" 1 M.....	62	60½	62	62	62
" 2 M.....	62	60½	62	62	62
" Income bds.....	62	60½	62	62	62
Tennessee 6s.....	70	68½	68½	70½	69½
" new.....	69	68	68	69	69
Tol., Wab. & Western.....	57½	57	57½	57½	57
" pref.....	57½	57	57½	57½	57
" 1 M.....	57½	57	57½	57½	57
" 2 M.....	57½	57	57½	57½	57
" Equipment.....	57½	57	57½	57½	57
Virginia 6s, ex-coupon.....	54½	54½	54½	54½	54½
" new.....	54½	54½	54½	54½	54½

New York Stock Exchange.

Actual Sale Prices for the week ending Nov. 18.

Th.12. F.13. Sat.14. M.16. Tu.17. W.18

FEDERAL STOCKS:—				
U. S. 5s, 1871, reg.	100	100	100	100
U. S. 5s, 1871, coup.	100	100	100	100
U. S. 5s, 1874, coup.	100	100	100	100
U. S. 5s, 1874, coup.	100	100	100	100
U. S. 5s, 10-40s, coup.	100	100	100	100
U. S. 5s, 10-40s, reg.	100	100	100	100
U. S. 6s, 1881, reg.	113	113	113	113
U. S. 6s, 1881, coup.	113	113	113	113
U. S. 6s, 81, O.W.L. y.	113	113	113	113
U. S. 6s, 1881, y.	113	113	113	113
U. S. 6s, 5-20s, reg.	105	105	105	105
U. S. 6s, 5-20s, c. 1862.105	105	105	105	105
U. S. 6s, 5-20s, reg.	105	105	105	105
U. S. 6s, 5-20s, c. 1864.105	105	105	105	105
U. S. 6s, 5-20s, reg.	105	105	105	105
U. S. 6s, 5-20s, c. 1865.105	105	105	105	105
U. S. 6s, 5-20s, r. n. 65.	105	105	105	105
U. S. 6s, 5-20s, c. n. 65.109	109	109	109	109
U. S. 6s, 5-20s, reg.	109	109	109	109
U. S. 6s, 5-20s, c. 1867.109	109	109	109	109
U. S. 6s, 5-20s, reg.	109	109	109	109
U. S. 6s, 5-20s, c. 1868.109	109	109	109	109
U. S. 6s, 5-20s, c. 68.110	109	110	110	110
U. S. 6s, Pac.R.R. issue 90	90	90	90	90

Philadelphia Stock Exchange.

Actual Sale Prices for the week ending Nov. 17.

W.11. Th.12. F.13. Sat.14. M.16. Tu.17

Catawissa	31	31	31	31
Camden and Amboy	128	128	128	128
6s, 1870	100	100	100	100
6s, 1875	100	100	100	100
6s, 1883	100	100	100	100
6s, 1889	93	94	94	94
Elmira & Williamsport	93	94	94	94
Lehigh Navigation	29	28	28	28
6s, 1884	93	93	93	93
Gold L.	93	93	93	93
R. R. L.	84	84	84	84
Lehigh Valley R.R.	55	55	55	55
6s new	45	45	45	45
Little Schuylkill R.R.	45	45	45	45
Minchill	58	58	58	58
Morris Canal	72	72	72	72
6s, 1876	72	72	72	72
North Pennsylvania	35	35	35	35
6s, 1880	89	89	89	89
6s, 1887	89	89	89	89
Northern Central	53	53	53	53
Pennsylvania R. R.	53	53	53	53
1st M.	101	100	101	101
2d M.	96	96	96	96
Penn. State, 6s, 1st series	104	104	104	104
6s, 2d series	104	104	104	104
6s, 3d series	104	104	104	104
6s, W. L.	101	101	101	101
Philadelphia City, 6s	101	101	101	101
new	102	102	102	102
Phila. & Reading	48	48	48	48
7s, 1893	48	48	48	48
Philadelphia and Erie	20	20	20	20
Schuylkill Navigation	10	10	10	10
6s, 1882	94	94	94	94
6s, 1876	94	94	94	94
6s, 1872	94	94	94	94
Susq. Canal	94	94	94	94
6s, 1878	94	94	94	94
Union Canal, pref.	94	94	94	94
6s, 1878	94	94	94	94
Wyoming Valley Canal	10	10	10	10
Hestonville, (Horse)	10	10	10	10
Chestnut & Wal.	10	10	10	10
Green & Coates	10	10	10	10
2d and 3d streets	50	50	50	50
Spruce and Pine	10	10	10	10
13th and 15th sts.	10	10	10	10

Baltimore Stock Exchange.

Actual Sale Prices for the week ending Nov. 17.

W.11. Th.12. F.13. Sat.14. M.16. Tu.17

Baltimore City 6s, 1875	93	94	94	94
1880	94	94	94	94
1890	94	94	94	94
1893	94	94	94	94
Balt and Ohio	94	94	94	94
bonds, 1875	94	94	94	94
1880	94	94	94	94
1885	94	94	94	94
Marietta & Cin. 1st M.	90	90	90	90
2d M.	74	73	73	73
Northern Central	47	47	47	47
bonds, 1885	47	47	47	47
1900	47	47	47	47
N. W. Va. 1st mort.	47	47	47	47
2d mort.	47	47	47	47
3d mort.	47	47	47	47
City Passenger R. R.	47	47	47	47

Boston Stock Exchange.

Actual Sale Prices for the week ending Nov. 18.

Th.12. F.13. Sat.14. M.16. Tu.17. W.18

Boston and Albany	146	146	146	146
Boston and Lowell	131	131	131	131
Boston and Maine	134	134	134	134
Boston and Providence	134	134	134	134
Boston, Hartford & Erie	27	27	27	27
7s, new	64	64	64	64
Cheshire, pref.	66	66	66	66
Concord	118	118	118	118
Connecticut River	129	129	129	129
Eastern	118	118	118	118
Fitchburg	135	135	135	135
Manchester & Lawrence	111	111	111	111
Michigan Central	117	117	117	117
Northern, N. H.	111	111	111	111
Ogdens & Lake Champlain	68	68	68	68
Old Colony & Newport	97	96	96	96
Ph. Wil. & Baltimore	54	54	54	54
Port'd. Saco & Ports.	69	69	69	69
Vermont & Canada	103	103	103	103
Vermont & Mass.	62	62	62	62
Vt. C. & Vt. C. Eq. 8s	101	101	101	101
Broadway (Horse)	98	98	98	98
Cambridge	98	98	98	98
Metropolitan	64	64	64	64
Middlesex	64	64	64	64
Central Mining Co.	15	15	15	15
Copper Falls	15	15	15	15
Franklin	15	15	15	15
Huron	15	15	15	15
Isle Royale	15	15	15	15
National	15	15	15	15
Minnesota	15	15	15	15
Powabic	6	6	6	6
Pittsburg	6	6	6	6
Quincy	6	6	6	6
Rockland	6	6	6	6

London Stock Exchange.

Closing Prices—

Nov. 6. Oct. 30.

Atl. & Gt. West. N. Y. sec. 7 per ct.	60	65	65	70
1st mort., 1880	60	65	65	70
Do. do, 2d mort., 1881	60	65	65	70
Do. Penn., 1st mort., 1877	60	65	65	70
Do. do, 2d mort., 1882	60	65	65	70
Do. Consol. 7 per cent. mort. bonds	38	39	38	39
£100 paid, 1890	60	62	59	61
Detroit and Milwaukee 1st mort. 7s	60	63	60	63
Do. 2d mort. 8 p. c.	60	63	60	63
Erie shares 100 dol. all paid	27	28	27	28
Do. sterg. 6 p. c. convertible bonds	67	69	70	72
Do. 3d mort. 7 p. c. 1883	60	65	60	65
Illinois Central, 6 per cent., 1875	78	80	78	80
Do. Redemption mort. bonds 6 p. c.	98	100	98	100
Do. 7 per cent., 1875	78	80	78	80
Do. 100 dol. shares, all paid	96	97	96	97
Marietta & Cin. R. R. bonds 7 p. c.	72	74	72	74
Panama General mort. 7s, 1897	107	109	107	109
Penn. R. R. bonds, 2d mort. 6 per ct.	98	98	98	98
Do. General mort. 6 p. c. 1910	89	91	89	91
Philadelphia and Erie 1st mort. 1881	89	91	89	91
Do. with option to be paid in Phila.	89	91	89	91

American Railroad Journal.

Saturday, November 21, 1868.

Stock Exchange and Money Market.

The monetary pressure has measurably subsided, and the supply of capital available to street borrowers has been largely augmented since our last, leading to a decline in the loan and discount rates, more particularly noticeable in the instance of temporary advance to the dealers in the public funds and to the leading Stock firms, who have been freely tendered round sums at 6@7 per cent. in currency. The speculative inquiry for aid has been less urgent, and the tendency of the market has been toward increased ease. The city banks, in their last weekly statement, make an unexpectedly conservative and favorable report, showing an increase of \$4,299,486 in their legal tender reserve, with a reduction of \$7,492,652 in their loan and discount averages. A decrease of \$406,129 is noted in the deposit line, and of \$291,733 in the specie hoard, with a contraction of \$104,733 in the circulation. On Tuesday of the current week, the bank movement was unusually extensive, the exchanges running up to over 194 millions, and the business at the Clearing House indicating that most of the city banks had large sums to their credit, the main exception having been the Bank

of the Commonwealth, which was a debtor to an amount exceeding ten and a half millions. The balances were all promptly and satisfactorily adjusted, tending to add to the freedom of the loan movement. In the discount line, there has not been much activity, the demand for commercial paper having been on a restricted scale at a range of from 8@10 per cent. per annum on choice to good grades. Two or three mercantile failures have been reported within the week, the most important having been that of a produce house on Tuesday, also several Stock failures.

The specie reserve of the city banks is now \$16,155,008, against \$13,734,964 same time last year. The city bank deposits are now \$175,150,589, against \$177,742,853 week ending Nov. 9, 1867. The legal tender reserve amounts to \$51,466,693, against \$54,329,650 same time last year. The circulation now stands at \$34,249,564, against \$34,134,366 same time last year. The loans are now \$249,119,539, against \$256,612,191 at this date last year. The Bank Exchanges at the Clearing House through the past week, averaged \$134,636,424 a day, against a daily average of \$146,095,267 the preceding week, and \$134,908,757 the week ending with Oct. 29, 1868. The current week's exchanges average about \$185,793,500 a day. The city banks, last week, lost \$291,733 of specie, and \$406,129 of deposits, while they gained \$4,299,486 of legal tender notes. They reduced their loans, \$7,492,652; and their circulation, \$104,073.

The New York Gold Exchange Bank reports for the week ending Saturday, the 14th day of November, 1868, the average amount of loans and discounts as \$1,449,929; average amount of specie, \$466,517; average amount of deposits, \$1,263,880.

National Bank notes to the amount of \$113,400 were issued last week by the Treasury Department, making the total issue to 1,673 banks thus far, amount to \$310,604,276, against \$282,555,440 at the close of the fiscal year ending June 30, 1866. From the total issue is to be deducted the currency returned, including worn out notes, amounting to \$10,655,351, leaving, with the existing 1,639 banks, (having an aggregate capital of \$419,806,511,) an actual circulation at this date, of \$299,948,925. The United States bonds held by Treasurer Spinner in trust for National Banks as security for circulating notes amount to \$341,514,600; and for the public deposits, \$38,106,350—making a total of \$379,620,950. The Treasury Department last week redeemed and destroyed \$486,700 of worn and mutilated fractional currency, and issued \$456,117 of new. The outstanding amount of fractional currency on the 1st of November, was \$33,413,985, against \$32,933,614 on the 1st of October, 1868.

The U. S. Sub-Treasury receipts, week ending with Nov. 14, were \$9,012,521, including \$1,655,204 from customs duties; payments, \$8,645,904, including \$2,668,000 of coin interest; balance at the close of the week, \$82,730,280, against \$82,363,664, at the close of the preceding week, showing an increase of \$366,617. The business of the Office during the first two days of the current week, was as follows: Receipts on Monday, \$1,986,572 including \$278,000 from customs; and payments, \$1,113,528, including \$210,000 of coin interest; on Tuesday, receipts, \$2,720,655 including \$312,000 from customs, and payments, \$2,665,273, including \$230,000 of coin interest. The

balance at the close of business on Tuesday stood at \$83,658,776, against \$82,237,998 a week previous; and \$83,216,312, on Oct. 28, 1868. The aggregate receipts of the office from all sources in October, were \$56,749,293; aggregate payments, \$59,249,680. The balance on the 1st of November was \$91,999,615, or about 2½ millions more than on the 1st of October, which amounted to \$94,499,990.

The outstanding amount of coin certificates on the 1st of Nov., was \$19,716,840, against \$20,236,400 on the 1st of Nov., 1868. The Sub-Treasurer at this port issued, last week, coin certificates to the amount of \$1,178,000, and retired \$1,575,203 through the receipts for customs. The coin certificates issued by the Sub-Treasury office, during October, reached \$5,208,560.

Government revenues have not yielded very satisfactorily, since our last, in either of the leading forms of income. The excises, last week, yielded about three millions; customs at the port of New York, \$1,655,204, and at the outports about \$550,000 (in coin) more, making the grand total income for the week equal to about \$6,977,025 in currency. The total receipts of the National Treasury, from excises, during the fiscal year ending with June 30, 1868, were about \$193,000,000. The receipts from the same source, thus far in the current fiscal year, commencing with July 1, 1868, have been about \$88,000,000.

Gold has been much more extensively dealt in, chiefly on speculative account, and the fluctuations in prices have been more frequent, the extremes of the week having been from 137@133¼, and the closing quotation 135. Government was a seller of gold on Tuesday and Wednesday to a moderate extent, which circumstance operated to depress the premium. The customs and export drain was limited.

The total imports of specie at this port from Europe, and other foreign ports since Jan. 1, 1868, have been \$6,510,225, against \$2,892,411 same time last year. The customs demand for Gold last week, averaged \$275,867 a day; thus far, this week, it has been equal to \$295,000 a day, or equal to a weekly aggregate of \$1,770,000. The arrivals of specie from Europe, Havana and other foreign ports, during the week were \$23,506 and from California, \$659,088. The total customs revenue of the Government, in coin, at this port, since Jan. 1, 1868, has been \$105,968,433, against \$108,516,166 same time in 1867. The total receipts of California gold at this port, since Jan. 1, 1868, have been \$33,289,318, against \$25,302,796 in 1867, showing an increase thus far in 1868, of \$7,986,522. The exports of specie, from this port, last week, were \$252,050, against \$242,285 same week last year; total, since Jan. 1, 1868, \$68,459,488, against \$44,273,600 same time in 1867. Government disbursed last week through the U. S. Sub-Treasury here, on account of the coin interest on the public debt \$2,668,000; since Jan. 1, 1868, \$77,245,609, against \$56,980,981 same time in 1867. The specie exports from San Francisco, from Jan. 1, to Oct. 28, were \$30,041,657, against \$34,197,761 same time last year.

Foreign Exchange advanced a fraction during the week, on a more active inquiry, but closed dull, with a downward tendency, on more liberal offerings. Bankers' prime sixty day bills on Lon-

don closed on Wednesday at 108¾@109¼, and on Paris to 5.21¼c.@5.17½; sight bills on London to 109¾@100¾, and on Paris to 5.15c.@5.15¼. The offering of produce bills has been more liberal this week. The week's exports of domestic produce and miscellaneous goods from this port have been to the currency value of \$3,775,896, against \$5,137,914, same week last year; total, since Jan. 1, 1868, \$145,340,173, against \$166,609,530 in 1867.

Government securities have been in quite active demand at, however, variable prices. The dealings on Tuesday and Wednesday were extensive; and on the whole, indicative of a strong and buoyant market. The investment inquiry has become more general. The offerings of bonds, even on speculative account, have been less liberal.

U. S. sixes of 1881 closed here on Wednesday at 114¼@114½; U. S. Five-twenties of 1862, (ex Nov. coupons) 107¾@110; U. S. Five-twenties of 1864 at 107@107¼; U. S. Five-twenties of 1865 at 107½@107¾; U. S. Five-twenties of 1865, consolidated, 109¾@110; U. S. Five-twenties of 1867, 110½@110¼; U. S. Five-twenties of 1868, 110¼@110¾; U. S. Ten-forties at 105@105¼; U. S. Six per cent. currency bonds, 99@99¾.

The latest quotations at the London Stock Exchange compare as follows with former returns:

	Nov. 4.	Nov. 11.	Nov. 18.
Consols.....	94¾	94¾	94½
U. S. 5-20's of 1862...	74¾	74¾	74½
Erie.....	28	27	31½
Ill. Central.....	97¼	96½	96

General business has been on a restricted scale at generally yielding prices for domestic produce. Middling upland cotton closed tamely on Wednesday at 24@24¼ cents per lb. The stock of cotton now here is estimated at about 32,500 bales. The receipts at the port this week, have averaged about 5,000 bales a day. The receipts at all the ports, since Sept. 1, 1868, have been 452,000 bales, against 281,000 bales same time last year; exports, same time 163,000 bales, against 102,000 bales same time last year; stock on hand at latest dates, 190,000 bales, against 170,000 bales same date last year. Total crops of 1867-'8, 2,430,893 bales; total receipts at ports year ending Sept. 1, 1868, 2,240,282 bales; total exports thence, same time, 1,657,015 bales. The exports of domestic cotton goods from this port, since Jan. 1, have been 21,838 pkgs., against 10,511 pkgs., same time last year. At the Live Stock market, this week, Beeves have been in light demand at from 10@16c. per lb.; week's receipts, 6,243. Veal calves in fair request and firmer at from 8@14c. per lb.; receipts, 1,066. Sheep and lambs moderately sought after at 4½@6¾c., and 6½@7¾c. respectively; per lb., receipts, 34,611. Swine in more request and quoted up to 8½@9¼c. per lb., all live weight; receipts, 19,241. Foreign merchandise has been in less demand and less buoyant in price. The total imports of foreign dry goods, last week, were \$1,191,268, and the total amount marketed \$1,196,090. The value of foreign merchandise imported last week, was \$2,403,256—making the grand total specie value of last week's imports of dry goods and merchandise, equal to \$3,594,522, against \$3,649,482 same week last year; from Jan. 1, 1868, \$219,853,931, against \$229,301,787 same time in 1867. The ocean freight market has been moderately active and steady. For Liver-

pool we quote flour at 2s. 6d. by sail, and 3s. 3d. @3s. 6d. by steamer, per bbl.; grain at 7d. by sail, and 7½@8d. by steamer, per bushel; cotton at ¼d. by sail, and ¾@½d. by steamer, per lb.; and heavy goods 22s. 6d.@30s. by sail, and 30s.@45s. steamer, per ton. Total number of vessels in port on Wednesday, 490.

The New York exports, exclusive of specie, for the week ending Nov. 17, and since the beginning of the year, compare as follows:

	1867.	1868.
For the week.....	\$5,137,914	\$3,775,896
Prev. reported.....	161,471,616	141,564,277

Since January 1.....\$166,609,530 \$145,340,173

The imports for the week ending November 14, and since the beginning of the year, have been as follows:

	1867.	1868.
Dry goods.....	\$1,008,189	\$1,191,268
Gen. merchandise.....	2,641,293	2,403,256

Total for the week.....\$3,649,482 \$3,594,524
Previously reported....214,826,880 215,530,745

Since January 1.....\$218,476,362 \$219,125,269

The balance in the Sub-Treasury on Wednesday was \$83,602,059 20.

The following quotations of sales of Railway and other securities are in addition to those given elsewhere in our columns:—

New York.—American Dock and Imp. Co., 7s, 97; New Jersey Central 2d mort., 100½; Ohio and Mississippi consol. bonds, 86½; St. Louis and Iron Mountain 1st mort., 86½; Hannibal and St. Joseph, pref., 86; do., Land Grant bonds, 105; Georgia 6s, 80; Illinois coupon 6s, 1870@1879, 101½; N. Y. State 7s, Bounty loan reg., 109¼; Jersey City W. L., 94; Boston Water Power Co., 15¼; Adams' Express Co., 48¾; Merchants' Union Exp., 20¼; Wells-Fargo Exp., 27½; U. S. Exp., 47½; Mariposa Mining, 6¼; do., pref., 22; do., Tr. 10s, cts., 60; Western Union Telegraph, 36; do., 7s, 89; Continental Bank, 102; Ninth National Bank, 112; Metropolitan Bank, 141½; Central National Bank, 110; Fourth National Bank, 105; Ocean Bank, 110; Importers' and Traders' Bank, 131; Bank of Commerce, 122½; Merchants Bank, 124¼; Manuf. and Mer. Bank, 103; Bank of Commonwealth, 115; Am. Ex. Bank, 112; Buchanan Farm oil, 0.42; Consolidated Gregory gold, 5.15; Grass Valley, 0.40; La Crosse Gold, 0.16; Montana Gold, 0.43; Northern Light oil, 0.25; Quartz Hill Gold, 0.80; Smith and Parmalee Gold, 4.35; United States petroleum, 2.05.

Philadelphia.—Belvidere Delaware 3d mort., 80; West Jersey 6s, 93¼; Alleghany City 6s, 92; Keystone Zinc, 1¼; Shamokin Coal, 7½; Fulton Coal, 6¼; New Creek, ½; Big Mt. Coal, 6½; Coal Ridge, 7; St. Nicholas Coal, 1; Ocean Oil, ½; Feeder Dam, ½; Bank of North America, 243; Farmers' and Mechanics' Bank, 126; Mechanics' Bank, 32; Commonwealth Bank, 67. The latest quotations are: City 6s, 100½@101; do., free of tax, 102¾@103; State 5s, reg., 100@101½; do., coupon, 92@95; do., 6s, W. L., 101@102; do., 1st series, 104@104¾; do., 2d series, 106@107; do., 3d series, 108½@108¾; Reading, 48¾@49; do., 7s, 1893, 104@105; do., 6s, 1880, 92½@93¼; Camden and Amboy, 128@128¼; do., mort. 6s, 1889, 92@93; do., 1883, 87@88; Penn. R. R., 53¼@53½; do., 1st mort., 100¾@101; do., 2d mort., 96@96½; Little Schuylkill R. R., 45¼@

46½; Morris Canal, 30@34; do., pref., 70@72; do., bonds, 82@87; Wyoming Valley Canal, 30@34; do., 6s, —@80; Susquehanna Canal, 14@15; do., 6s, 58@60; Sch. Nav., 10@11; do., pref., 20@21; do., 6s, 1882, 70@71; Delaware Div. Canal, 45@50; do., bonds, 80@80; Elmira and Williamsport, 30@33; do., pref., 40@43; do., 7s, 1873; 93@94; do., 5s, 60@63; Lehigh Coal and Navigation, 28@28½; do., 6s, 1884, 83@84; do., R. R., Loan, 83¼@84¼; do., Gold Loan, 93@93½; North Pennsylvania, 34@34½; do., 6s, 88@89; do., Chattle 10s, 107½@109½; Philadelphia and Erie, 25¼@25½; do., 6s, 85½@87; Minehill, 57½@58½; Catawissa, 9@11; do., pref., 30¾@31¼; Lehigh Valley, 55@55½; do., 6s, new, 95@95½; Fifth and Sixth streets, (horse,) 34@36; Second and Third, 49@49½; West Philadelphia, 66@67; Spruce and Pine, 22@24; Green and Coates, 30@32½; Chestnut and Walnut, 46@49; Thirteenth and Fifteenth, 16¼@16¾; Girard College, 23@24; Tenth and Eleventh, 70@73; Union, 41@43; Hestonville, 10¾@11.

Boston.—Ogdensburg and Lake Champlain Equipment 8s, 1878, 102; Old Colony and Newport 7s, 102; do., 6s, 1875, 95½; Cedar Rapids and Missouri 7s, 1916, 92; Rutland 1st mort. 7s, 156¾; Boston and Lowell 6s, 1879, 98; Eastern R. R. 6s, 1874, 96¾; Burlington and Missouri River R. R. 7s, 1893, 88; Vermont Central 1st mort., 7s, consol., 76¾; Boston, Hartford and Erie 7s, old, 82½; do., scrip, 21; Indianapolis and Vincennes, guaranteed, 82; Granite Railway, 56¾; Housatonic pref., 68½; South Shore R.R., 15¾; Summit Branch, 26; Boston Water Power Co., 15¼; Cary Imp. Co., 8½; Essex Co., 122; Ophir (N. S.) gold, 87½c.; Short Mt. Coal, 19; Connecticut 6s, 1883, 99¾; New Hampshire 6s, 1870, 99½; Hartford 6s, 1876, 95¾; Gardiner 6s, 1870, 97¾; Cambridge 6s, 100; Cook Co., Ills., 7s, 96½; Portland 6s, 1887, 95; do., Building Loan, 96¼; Chicago 7s, River Imp., 99; Bath 6s, 1891, 90¾; Bangor 6s, 1869, 98½; Bay State Bank, Lawrence, 87½; Bunker Hill National Bank, 124; Eliot National Bank, 110; First National Bank, 163¾; Globe National Bank, 123; Hamilton National Bank, 121½; Mt. Vernon National Bank, 117½; Merchants' National Bank, 116; National Bank of North America, 106¼; National Bank of Redemption, 120¾; National Bank of Commerce, 122¼; Old Boston National Bank, 69½; Pawners' National Bank 100; Pemberton National Bank, Lawrence, 142¼; Rockland National Bank, 138¾; Suffolk National Bank, 121½; State National Bank, 110¾; Tremont National Bank, 120½; Traders' National Bank, 100¼; Webster National Bank, 109; Washington National Bank, 129¼; Allouez Mining Co., 7; Albany and Boston, 2½; Hancock, 3¾; Phoenix, 8; South Pewabic, 1.

Baltimore.—Virginia 6s, old, reg., 46¼; do., 1867, reg., 49; do., 1866, 51¾; Western Maryland 1st mort., 79; Richmond and Danville bonds, 68½; St. Louis 6s, gold, 105; Balt. and Cuba S. & M. Co., 50½; Gardner Hill, 0.07; Bare Hill, 0.30; George's Creek, 65; Franklin Bank, 14½; Bank of Baltimore, 116½; Mechanics' Bank, 11¼. The latest quotations are: Balt. and Ohio, 117@119; do., 6s, 1875, 95@96¼; do., 1880, 95¼@96¼; do., 1885, 94@95; Northern Central, 47¾@48¼; do., bonds, 1885, 85@86; do., 1900, 84½@85¼; Parkersburg Branch, 22@25; N. W. Va.,

1st mort., 95@97; do., 2d mort., 90¼@94½; do., 3d mort., 1873, 89@91½; do., unguaranteed, 20@—; Marietta and Cincinnati 7s, 1891, 90@91½; do., 2d mort., 73½@74; Central Ohio, 33¾@34; do., 1st mort., 84@84; Western Md. 6s, 1890, 79½@80; do., guar., 92@95; do., 2d mort., guar., 91@92; Richmond and Danville bonds, 68¼@69; Baltimore 6s, 1875, 94@94; do., 1886, 96@96¼; do., 1890, 94¾@95¼; do., 1893, 95@95; do., 5s, 1838-70, 80@80; City Passenger R. R., 17@18; George's Creek Coal, 60@63; Santa Clara, 1.50@3.00; Atlantic Coal, 2.50@2.75.

THE CENTRAL PACIFIC RAILROAD, connecting San Francisco and the Pacific Coast with the Atlantic lines, now nearly completed and doing a large and remunerative way business, must speedily become one of the most important and valuable lines of through traffic on the continent.

The **FIRST MORTGAGE BONDS** issued thereon, having a lien superior to that of the United States, are now widely known and esteemed as among the safest, best and most profitable corporate securities for investment. A limited quantity will be sold at 103 and accrued interest, in currency. Principal and six per cent. interest payable in gold. Government bonds received in exchange at full market rates, allowing the difference in cash.

FISK & HATCH,

Bankers, &c., No. 5 Nassau st., New York.

Railroads in Peru.

A correspondent of the *N. Y. Times*, writing from Lima, Peru, under date October 28, 1868, says: A new contract has just been entered into to-day for a new railroad from Lima to the interior silver mines, and an American gentleman, resident in Callao, has taken the contract. A petition has also been presented to Government, asking for the construction of a new railroad from Lima to Jauja, which, it is estimated, will, when completed, cost 18,000,000 soles; 6,000,000 soles of this amount is to be lent by Government. The new railroad under contract to Harry Meiggs, from Islay to Arequipa, progresses rapidly. Mr. Meiggs has already repaired the injuries done to the line by the late earthquakes. It will probably be completed long before the old fallen City of Arequipa has arisen, like a second Phenix, from its ashes, and will greatly facilitate the conveyance of lumber, building materials, &c., wherewith to construct a new city. The road from the refining houses to the mines of Pasco will also shortly be completed, and work is advancing rapidly on the new lines from Lima to Huacho, Pisco to Ica, &c.

Blue Ridge Railroad.

The Governor of South Carolina, accompanied by several prominent citizens, is now at the north, for the purpose of advancing the financial interests of the State, and enlisting Northern capital to secure the speedy completion of the Blue Ridge Railroad, which is the missing link in a continuous railway line between Charleston and Cincinnati. The Governor believes that, owing to the small debt of the State, in comparison with the liabilities of others, with a successful administration of the State Government and acquiescence and harmony among the people, South Carolina, by internal improvements and otherwise, must in a short time become financially one of the

foremost States of the Union, as she is already, from her climate and geographical position, one of the most attractive. He thinks that the Blue Ridge Railroad—an enterprise of so much importance both to the North and South—cannot fail to command the attention of railroad men and capitalists of the North, destined, as he believes it is, to be a great connecting link of the line of railroad across the continent, from the Atlantic to the Pacific coast.

Port Deposit and Columbia Railroad.

The track of this road has been laid more than half way to Rowlandsville. In about two weeks the entire track will be laid to Octoraro Creek Junction. The Philadelphia and Baltimore Central Company expects to have the deep cut at Rowlandsville completed in three weeks. After that time the road from Philadelphia to Baltimore will be opened through by this route.

The following gentlemen have been elected directors of the Marietta and Cincinnati Railroad Company for the ensuing year: John King, Jr., C. Oliver O'Donnell, of Baltimore; H. C. Lord, Kenner Garrard, John Donnell Smith, of Cincinnati; W. H. Oldham, of Marietta; Wm. F. McClintock, of Chillicothe. The directors elected John King, Jr., of Baltimore, President; S. W. Kilvert, Jr., Secretary; John Donnell Smith, Treasurer; John Waddell, Chief Engineer.

The people of Frederick city and county, says the *Republican*, will be happy to learn that President Loats and a number of the Board of Directors of the Frederick and Pennsylvania Line Railroad, with Mr. Haydon as civil engineer, started out on Tuesday for the purpose of making a primary observation for a survey of the route and placing it under contract as speedily as possible.

The *Memphis Appeal* learns from competent authority that considerable progress has been made of late in the construction of the Memphis and Little Rock Railroad. Fourteen miles of grading has been completed the other side of the St. Francis river, and the bridge over that stream and iron for the graded portion has been provided for.

We understand that arrangements are being made to effect a preliminary survey of the Chesapeake and Lake Erie Railroad. Middletown, it is said, has subscribed \$400 for this purpose, and subscriptions are being taken up at various other places along the proposed route.

The following gentlemen have been elected directors of the Pacific Mail Steamship Company: Allan McLane, William Dennistoun, James M. Brown, Howard Potter, Abiel A. Low, Francis Skiddy, Jonathan Thorne, William H. Webl, Sidney Mason.

The earnings of the Atlantic and Great Railway from 1st April, 1868, (the commencement of the receiver's fiscal year,) to 30th Sept., 1868, were \$2,340,332 40; for the same period last year, \$2,601,121 75—decrease, \$260,789 35.

Geo. T. M. DAVIS, 47 Exchange Place, this city, has for sale 2,000 tons of English rails, 56 lbs. per yard, finished for fish plates. See Advertisement.

Journal of Railroad Law:

TRANSPORTATION BY EXPRESS—AUTHORITY TO SIGN RECEIPTS—LIMITATION OF LIABILITY—THE PERSON DELIVERING GOODS TO RAILROAD OR EXPRESS COMPANIES MAY BRING ACTION FOR THEM.

The facts in the late case of *Moriarty vs. Harnden's Express* (1 Daly, N. Y., 227,) were as follows: The plaintiffs delivered to the defendants, as common carriers, two boxes of goods to be carried from New York to Selma, Alabama. The defendants delivered the boxes at Selma, but as the plaintiffs claimed, so negligently conducted themselves in and about the transportation of the goods, and the taking care thereof, that a part thereof, two pieces of silk, one box of hosiery, and box of pins, of the value of three hundred dollars were wholly lost.

The proof on the part of the plaintiff showed that Emanuel & Co., merchants in the city of New York, on the order of Meyer & Co., purchased the contents of the boxes in question, and had them packed in Emanuel & Co.'s store. Meyer & Co., ordered Emanuel & Co., to forward the goods by Harnden's Express; Emanuel & Co., kept in their office a book of the blank bills of lading used by all the express companies; they sent for defendants' wagon, filled up one of the bills of lading, and had it signed by the defendants, and returned to Emanuel & Co. The bill of lading stated that Emanuel & Co., had delivered to defendants two cases, marked M. and E. Meyer & Co., to be forwarded to Selma, Alabama, and stipulated that the defendants were not to be responsible for any loss or damage arising from the dangers of railroad, steam, or river navigation, leakage, fire, or from any cause whatever, unless the same be proved to have occurred from the fraud or gross negligence of the defendants, their agents or servants. The bill of lading further stated, that goods carried were valued under fifty dollars, unless otherwise stated. This bill of lading was read in evidence by plaintiffs. The plaintiffs gave evidence showing that two pieces of silk were in the boxes when delivered to the defendants, and that the same were missing when the boxes were received from the defendants at Selma.

The Judge charged the jury among other things, as follows:

"It is for you to say with whom the contract was made—whether with Emanuel & Co., or with the plaintiffs. If you conclude that it was made with Emanuel & Co., on the plaintiffs' behalf, then, unless Emanuel & Co., had authority to make such a contract, the plaintiffs are not bound by any such condition in the receipt, in respect to the defendants' liability only in the event of fraud or gross negligence."

The jury rendered a verdict for plaintiffs, and judgment was entered against the defendants. The defendants then appealed to the General Term.

The opinion of the Court was delivered by BRADY, J.—The defendants agreed to carry from this city to Selma, Alabama, two cases of goods marked M. & E. Meyer & Co. At the time the goods were delivered a receipt "was filled up" by J. Emanuel & Co., who were acting for the plaintiffs in forwarding the goods, and given to the defendants' driver who signed it. That receipt was produced and put in evidence by the plaintiffs after they had rested and a motion for non-suit

had been made on the ground that it appeared from the evidence that there was a written contract which the plaintiffs had not produced. After its introduction the witness who had identified it was asked this question, "Was your attention ever called to the printed matter of this receipt?" The question was objected to, but allowed, and an exception was taken. The witness was the book-keeper of J. Emanuel & Co., and it was wholly immaterial whether his attention had been called to the printed matter or not. The evidence had disclosed the fact that Emanuel & Co., had a receipt book of the defendants' in their store, from which the receipt in question was adopted by them, and without any application on the part of the defendants. It was filled up and given to the driver of the defendants, and signed by him. The witness was also asked, "What authority had you from Meyer & Co., relative to the shipping of the goods?" and the question was allowed, although objected to. The answer was, "Our directions were to ship the goods by Harnden's Express; we had no other authority or direction from the plaintiffs in respect to the shipment." Upon this evidence the presiding Judge charged the jury as follows: "If you find that J. Emanuel & Co., had no other authority or direction in regard to the goods than to merely purchase and ship them in the ordinary way, then no contract existed between the plaintiffs and defendants limiting the liability which the law imposes upon common carriers in case of non-performance of their agreement to deliver property in a safe condition." And further, "that unless Emanuel & Co., had authority to make such a contract the plaintiffs are not bound by any such condition in respect to the defendants' liability in the event of fraud or gross negligence." This was substantially telling the jury that unless Emanuel & Co., had the power to make the contract contained in the receipt, the defendants were liable. The charge was erroneous. The right of the carrier to limit his liability is no longer subject to discussion. *Dorr vs. Steam Nav. Co.*, 1 Kernan, 490; *Wells vs. Steam Nav. Co.*, 4 Selden, 381; and when a special contract is made the relations of the parties are changed, and the carrier becomes as to that transaction an ordinary bailee and private carrier for hire, *PARKER, J.*—in *Dorr vs. Steam Nav. Co.*, *supra*. The directions given by the plaintiffs to ship goods by Harnden's Express, authorized Emanuel & Co., so far at least as the defendants are concerned, to make any contract which the defendants insisted upon. If the agents transcended their power, the innocent party should not suffer. There was nothing in the case to call upon the defendants for an examination or investigation of the authority of Emanuel & Co. It was enough that they delivered the goods to them and asked for their carriage; but in this they did more, they drew the contract and presented it for signature. It would virtually destroy the liability of the express business, which has become a very important part of our commercial system, to hold that when goods are delivered the carrier who chooses to limit his responsibility should stop to examine the authority of the person presenting the goods to make the contract which he exacts. It would, in this case, in my judgment, be erroneous to sustain the proposition that Emanuel & Co., had not authority to make

this contract. They had possession of the goods and delivered them for carriage. The possession was a lawful one, and the person selected to transport them, in accordance with the instructions received; not only that, but the plaintiffs introduced the contract to sustain their case, and then sought to avoid it by proving instructions in relation to the carriage, by the book-keeper of Emanuel & Co. If the doctrine be tolerated, then in cases similar to this, the contract can be avoided for want of power to make it, the proof on the part of the plaintiff should be ample. I think the rule is not a sound one, and that its annunciation was error.

The judgment should be reversed.

Commerce of New York.

The foreign imports at New York for the month of October, are officially stated as follows:

	1867.	1868.
Entered for consumpt'n.	\$10,224,405	\$11,294,439
Do. for warehousing....	7,096,411	6,850,498
Free goods.....	754,881	1,294,991
Specie and bullion.....	362,789	554,862

Total entered at port...	\$18,438,486	\$19,994,790
Withdrawn fr. wareh'use	7,728,761	8,892,665

The foreign imports at New York for the ten months from January 1st, were:

	1867.	1868.
Entered for consumpt'n.	\$112,931,660	\$110,570,527
Do. for warehousing....	98,411,215	92,231,894
Free goods.....	9,197,009	9,593,423
Specie and bullion.....	2,862,004	6,478,583

Total entered at port...	\$223,401,888	\$218,869,427
Withdrawn fr. wareh'ise	95,195,569	88,256,992

The revenue from customs at New York, were:

	1867.	1868.
1st quarter.....	\$32,916,085 09	\$28,026,042 14
2d quarter.....	26,438,603 81	27,424,706 51
3d quarter.....	33,840,898 17	34,150,298 97
In Oct.....	8,682,889 05	10,059,277 34

Total 10 months.	\$101,878,476 12	\$99,660,324 96
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The exports from New York to foreign ports in the month of October, were:

	1867.	1868.
Domestic produce.....	\$16,679,540	\$18,954,602
Foreign free goods.....	4,446	10,822
Do. dutiable.....	797,235	740,477
Specie and bullion.....	1,182,031	1,608,739

Total exports.....	\$18,663,252	\$16,314,640
Do. exclusive of specie.	17,481,221	14,705,901

The exports from New York to foreign ports for ten months from January 1st, were:

	1867.	1868.
Domestic produce.....	\$144,711,692	\$127,662,172
Foreign free goods....	345,446	551,831
Do. dutiable.....	6,999,386	6,456,018
Specie and bullion.....	43,214,139	67,942,609

Total exports.....	\$195,270,663	\$202,612,630
Do. exclusive of specie	152,056,524	134,670,021

It is expected that the Albany and Susquehanna Railroad will be completed to Binghamton before winter sets in.

A survey of a route for a railroad from Amherst Station to King's Mill, in New Boston, is being made.

The cars are now running regularly to Belmont, on the Platterville and Calamine Railroad.

The building of the Indianola Railroad, which is to run through the heart of Western Texas, has been commenced.

Union Pacific Railroad.

The Salt Lake Reporter notices the arrival there of the following distinguished gentlemen: Gen. D. C. McCallum, formerly Superintendent of the Erie Railway, and Military Director of Government railroads during the war; Col. Silas Seymour, formerly State Engineer of the State of New York, and at present Consulting Engineer of the Union Pacific Railroad; Gen. C. K. Warren, Major General of Volunteers and commander of the Fifth Army Corps during the war, at present attached to the Engineer Corps of the United States; Judge W. T. Otto, Assistant Secretary of the Interior; Mons. P. Pichot, from Paris, traveling on a scientific mission; and Jacob Bliken-derker, Jr., Division Engineer, in charge of the locating parties of the Union Pacific Railroad.

A commission has been appointed by the President of the United States, consisting of Gen. Warren, Mr. Bliken-derker and Gen. Barnes, of Massachusetts, to examine the Union Pacific and some of the other railroads receiving government subsidy, to ascertain and report to the Secretary of the Interior if these roads are being constructed in the manner prescribed by Congress. Judge Otto will go over the road with the commission for the purpose of seeing for himself the condition of the road and the manner of construction. Col. Seymour has been detailed by Mr. T. C. Durant, Vice President, and General Agent of the Union Pacific Railroad, to accompany the commission and report to the railroad company. Gen. McCallum is one of the most competent railroad men in the United States, and his opinion will be entitled to great weight. He will look more particularly into the manner of running and operating the road. In this department he has no superior in the country. He had charge of all the government railroads during the war and was breveted by Secretary Stanton as a compliment for his superior skill and energy.

Evansville, Henderson and Nashville R.R.

Mr. Hanson, one of the contractors on the E. and N. Railroad, was in the city yesterday. From him we learn that the bridge across Dear creek was finished on Tuesday, and that to-day they will commence laying the track on the further side of Dear creek, where they have six miles of the road-bed ready for the superstructure, and another four miles that will be ready for the rails within two weeks. This will carry the road to within eight miles of Madisonville, and on this eight miles a large amount of grading has been done. It is confidently expected that the road will be completed and the cars running to Madisonville before the end of the year. About two hundred hands are employed on the work.—*Evansville Journal*, Oct. 29.

Union Pacific Railroad.

The track of the Union Pacific Railroad is being pushed to the west with a celerity that is truly wonderful. It is now far to the west of Bryan, indeed, it is almost at Bridger, and by the middle of November it will be at Bear River, east, which is only seventy-five miles east of Salt Lake, or to speak more correctly, the mouth of the Weber where the road turns to the north to go round the lake. At five miles per day, which we understand is the minimum rate of track-laying recently fixed by Vice President Durant, who is on the ground himself doing all he can to facilitate the work, those seventy-five miles would be laid down in fifteen days. But allowing for delays on account of heavy work on the Summit, and in the canons, two and a half miles per day on an average at least will be laid, and that would complete the seventy-five miles in thirty days, that is by the

15th of December. The public need not, therefore, be astonished any day to hear that the Union Pacific Railroad Company has laid out a town somewhere near the mouth of Weber, and is offering lots for sale.—*Salt Lake Reporter*.

Western Union Railroad.

The annual meeting of the stockholders of this company, was held at Racine, Wis., on the 14th ult. The Directors for the ensuing year are as follows: Richard Irvin, S. P. Nash, R. G. Rolston, Jacob S. Wetmore, New York; Geo. A. Thomson, Henry T. Fuller, John Wilson, Darwin Andrews, Racine; Wm. Shannon, E. Northey, Shannon, Ill.; D. W. Dame, Lanark, Ills.; H. A. Mills, Mt. Carroll, Ills.; Edward P. Barton, Freeport, Ills. At a meeting of the new Board of Directors, the officers of the previous year were unanimously elected, viz: G. Thomson, President; H. T. Fuller, Vice President; W. V. Baker, Secretary and Treasurer.

Atlantic and Great Western Railway.

Five new directors have been officially appointed in addition to Mr. Satterthwaite, who has held office since January last. Advice received from America state that the receiver is disposed to act harmoniously with the Board, and will not only offer no opposition to the restoration of the road to the Board, but will facilitate it as much as possible. A main difficulty is the Chancery suits pending on this side about the debentures. All parties should combine to obtain the release of the railway, for until this be done the direction is embarrassed and unable to bring about that resuscitation of the company's affairs, which it must be their chief object, for the present, to accomplish. The London Board will consist of the following:

Mr. Sam. Laing, M. P., Chairman; Sir W. Russell, Bart., M. P.; Mr. Fildes, M. P., Mr. Satterthwaite, Mr. E. L. S. Ridsdale, Mr. F. W. Owel.—*Herapath*.

The Richmond Enquirer says that the Richmond and York River Railroad Company have commenced the completion of their road to West Point, Va., and the track will be relaid the entire distance probably by the first of next January. No contract for the work has been made, but operations are carried on under the superintendence of the company's engineers.

Plans and specifications of 3 sections of the Intercolonial Railway, in each Province of Quebec, New Brunswick and Nova Scotia are now open for inspection at Ottawa, Rimouski, Dalhousie, St. John and Halifax. The sections contracted for in Nova Scotia are 53 miles, in New Brunswick 32 miles, and in Quebec 66 miles.

The work on the extension of the Orange, Alexandria and Manassas Railroad to Harrisonburg, Va., is rapidly drawing to completion. The track is now laid to within a distance of seven miles of that place, and by the first of next month trains will be running to the town. The depot buildings in Harrisonburg are more than half finished, and will be ready by the time they are required.

Five car loads of cotton reached Charleston, S. C. on the 11th inst., from Selma, Ala., passing over the Selma, Rome and Dalton Railroad, and connecting road, without breaking bulk—a total distance of 606 miles.

Ten hundred and fifty tons of railroad iron for "Western Extension," arrived at St. John, N. B., on the 8th inst., from Newport, Wales.

Railroads in Oregon.

There are now six different railroads in progress of construction in Oregon, viz: the Salt Lake and Columbia River Railroad, connecting the Union Pacific Railroad with the navigable waters of the Columbia River; the Oregon branch of the Central Pacific Railroad, running through the Rogue River, Umpqua and Willamet Valleys to the Columbia River and Puget Sound; the Oregon Central Railroad (west side); the Oregon Central Railroad (east side); the Salem and McMinville Railroad, and the St. Helens and Hillsboro Railroad, all of which are of great importance to the people of the State.

SEVEN PER CENT. IN GOLD. FIRST MORTGAGE 20 YEARS' 7 PER CENT. BONDS OF THE CALIFORNIA PACIFIC RAILROAD COMPANY, Principal and Interest payable in GOLD COIN at the National Park Bank of the City of New York. Coupons due first of January and July.

The entire line of road constructed, and to be constructed is, from Vallejo to Sacramento, 60 miles, (forming the only direct connection between the Union Pacific and Central Pacific Railroads with the waters of the Bay of San Francisco,) and from Davis' Junction to Marysville, 45 miles, making a total of 105 miles. The road is finished to within seven miles of Sacramento, and will be in operation to that city next month. The Marysville Branch, 45 miles, is in process of construction, the grading nearly completed, with one-hundred of the iron on hand, and the balance purchased and on the way, and will be laid, and the whole road completed early the coming Spring.

The road is fully equipped with first class rolling stock.

The earnings for the month of September on 46½ miles then in operation was \$17,500, gold, exclusive of all construction traffic.

The total amount of bonds authorized to be issued is \$2,250,000, or less than \$22,000 per mile. The net receipts now are more than double the interest on the whole issue of bonds, and when the road is completed it is estimated they will reach \$125,000, gold, per month. These bonds are secured by a first mortgage on the entire property of the company, including the lands at Vallejo, which are very valuable.

We offer a limited amount of these bonds at par and accrued interest in currency.

Government and other securities receive in exchange at market rates.

TURNER BROTHERS, Bankers, No. 14 Nassau street.

An election is to be held in Augusta County, Va., on the 5th of December "to take the sense of the voters of the county upon the question whether the County Court shall subscribe the sum of \$300,000 to the stock of the Valley Railroad Company."

The citizens of Madison county, Ky., were to have had a grand celebration on the 17th inst., in honor of the completion of the branch railroad to Richmond.

A meeting of the corporators of the new Barren County Railroad was held at the Court House in Glasgow, Ky., on the 28th ult. Joseph R. Garnett, Esq., was elected President.

The towns of Farnworth and Moultenboro', N. H., have each voted to subscribe five per cent. of their valuation to the capital stock of the New Hampshire Central Railroad.

Pennsylvania Coal Trade.

The anthracite coal trade continues very heavy. The Reading railroad brought down for the week, to Thursday last, (Nov. 12,) 108,244 tons, and for the year 3,317,013 tons, against 3,271,098 tons to same date last year. The shipments by the canal were for the week 35,483 tons, and for the season 878,460 tons, against 919,576 tons to the same time last year, showing an increase of tonnage from the Schuylkill region by both road and canal of 87,031 tons. The entire coal tonnage of all the anthracite regions in the State for the week is 380,732 tons, and for the year 12,190,406 tons, against 11,301,124 tons to same date in 1867, an increase of 899,282 tons.—*Phila. Ledger.*

Third Avenue Railroad.

The following gentlemen have been elected directors of this company for the ensuing year: Robert Squires, William Reusen, William A. Darling, Henry R. Remsen, Henry Hart, Wilson G. Hunt, Maltby G. Lane, Clarkson N. Potter, Peter McMartin, John B. Hobby, William J. Valentine, Sylvanus S. Riker, Sylvanus R. Comstock. Twenty-two millions of passengers have been carried during the past year, an increase of two millions over 1867; the company employs 1,475 horses and 186 cars, running at intervals of one minute during the day; it uses 475 bushels of corn and ten tons of hay per diem; grinding and cutting the whole upon its premises; it has recently purchased the block bounded by Third-avenue, Sixty-sixth and Sixty-seventh streets, for increased stable facilities.

The Monroe (Mich.) *Monitor* says that 150 men are employed on the line of the Toledo, Monroe and Saginaw Railroad, between Monroe and Holly, and of this number a large force is now in Monroe County approaching the city rapidly, while the extension of the road to Toledo is undergoing a preliminary survey of the route, by men of means sufficient to secure its completion; thus forming almost an air-line road from Cincinnati to the Saginaw Valley.

The Town Council of Sherbrooke, Ca., have passed a resolution to the effect that should the proposed Wooden Railway running Easterly from the Grand Trunk Railway, start from Sherbrooke, the Council are in favor of subscribing \$25,000 in stock towards the enterprise. We understand that steps are being taken to ascertain whether a favorable route can be obtained from the East side of the St. Francis in that town in direct line to Ascot Corner, and following up the St. Francis River to such a point as may best accommodate the Townships South and East of the river, and also on the Northerly and Westerly side.

Passengers and mails by the Central Pacific Railroad are now carried to Argenta, Nev., 385 miles east of Sacramento. Track is laid sixty-five miles further east. The earnings for October exceeded \$300,000.

The receipts of the Alexandria, Loudoun and Hampshire Railroad for the past year were \$71,757 98, and the expenditures \$50,047 72, leaving a net balance of \$21,709 26. This is one hundred per cent. increase over the previous year.

The Supreme Court of Missouri has decided that shares of national banks are taxable, like those of other moneyed corporations.

The extension of the Selma, Rome and Dalton Railroad to Rome, Ga., where it connects with the lines of railroad to the North and to Charleston and Savannah, was completed on the 31st of October, and cotton is now forwarded direct from Selma, Ala., to New York, by way of Charleston, and comes through in eight days, diminishing by about one-half the time previously required.

The Pensacola, Florida, *Observer* says that the iron for rebuilding the railroad which ran from that town to Pollard previous to the war has arrived, and that the first rail was laid on the 19th ult.

FOR SALE.

2,000 TONS ENGLISH RAILS, 56 lbs. to the lineal yard, finished for Fish Plates. Apply to
GEO. T. M. DAVIS,
47 Exchange street.

STREET CARS FOR SALE.

15 ENTIRELY NEW 2-Horse Cars, finished in the best manner, 4 ft. 8½ in. gauge. Address
GRICE & LONG,
47 Philadelphia.

Jonathan T. Hobby,

MATHEMATICAL Instrument Maker, Greenwich Street, Hempstead, Long Island, N. Y.

CARS FOR SALE.

2 New 60-Seat Passenger Cars, Raised Roof, 4 8½ gauge, ready for delivery. Also Freight Cars.

WM. H. PETIT, 72 Wall st.

RAILROAD TIES.

Juniper and Cypress Railroad Ties of any dimensions for sale by

DARRELL & NASH,
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MEMPHIS, EL PASO AND PACIFIC

Railroad Company's
SIX PER CENT.

FIRST MORTGAGE LAND BONDS,

Principal and Interest payable in Coin,
FOR SALE, at 105 and
ACCRUED INTEREST IN CURRENCY,

By **Hodgskin, Randall & Hobson,**
14 Broad street, N. Y.,
and by **Corn & Aufermann,**
30 Broad street, N. Y.

WILLIAMS, PAGE & CO'S
PASSENGER CAR LAMPS

FOR KEROSENE OR COAL OILS.
Centre Lamps for High Roof Cars.
SIDE LAMPS AND SALOON LAMPS.

THESE Lamps, now in use on a large number of Railroads are very neat and ornamental, and being enclosed in a Brass Case which is firmly secured to the car, entirely avoid the dripping of oil on Passengers and Car Cushions.

The Light is very strong and brilliant, lighting up the Cars so as to give them that bright and cheerful appearance so much desired by roads for the pleasure and comfort of their Passengers. These Lamps are strong and durable, and are as easily taken care of as any in use. A full sized drawing sent when requested.

The Saloon and Water Closet Lamp is the same form as the Slide Lamp, but about half the size.
Manufactured and for sale by

WILLIAMS, PAGE & CO.,
91 Water St., Boston, Mass.

ONE OF THE
BEST INVESTMENTS.
—
THE
First Mortgage Bonds
OF THE
UNION PACIFIC
RAILROAD COMPANY.

900 Miles Completed.

A limited amount of the First Mortgage Bonds of the Union Pacific Railroad Company are offered to the public, as one of the safest and most profitable investments.

1. They are a first mortgage upon the longest and most important railroad in the country.

2. By law they can be issued to the Company only as the road is completed, so that they always represent a real value.

3. Their amount is limited by act of Congress to Fifty Million Dollars on the entire Pacific line, or an average of less than \$30,000 per mile.

4. Hon. E. D. Morgan, of the United States Senate, and Hon. Oakes Ames, of the United States House of Representatives, are the Trustees for the bondholders, to see that all their interests are protected.

5. Five Government Directors, appointed by the President of the United States, are responsible to the country for the management of its affairs.

6. Three United States Commissioners must certify that the road is well built and equipped, and in all respects a first class railway, before any bonds can be issued upon it.

7. The United States Government lends the Company its own bonds to the same amount that the Company issues, for which it takes a second mortgage as security.

8. As additional aid, it makes an absolute donation of 12,800 acres of land to the mile, lying upon each side of the road.

9. The bonds pay six per cent. in gold, and the principal is also payable in gold.

10. The earnings from the local or way business were over FOUR MILLION DOLLARS last year, which, after paying operating expenses, was much more than sufficient to pay the interest. These earnings will be vastly increased on the completion of the entire line in 1869.

12. No political action can reduce the rate of interest. It must remain for thirty years—six per cent. per annum in gold, now equal to between eight and nine per cent. in currency. The principal is then payable in gold. If a bond, with such guarantees, were issued by the Government, its market price would not be less than from 20 to 25 per cent. premium. As these bonds are issued under Government authority and supervision, upon what is very largely a Government work, they must ultimately approach Government prices. No other corporate bonds are made so secure.

13. The issue will soon be exhausted. The sales have sometimes been half a million a day, and nearly twenty millions have already been sold. About ten millions more may be offered. It is not improbable that at some time not far distant, all the remainder of the bonds the Company can issue will be taken by some combination of capitalists and withdrawn from the market, except at a large advance. The long time, the high gold interest, and the perfect security, must make these bonds very valuable for export.

All the predictions which the officers of this Company have made in relation to the progress and business success of their enterprise, or the value and advance in the price of their securities, have been more than confirmed, and they therefore suggest that parties who desire to invest in their bonds will find it to their advantage to do so at once.

The price for the present is 102 and accrued interest at 6 per cent., from July 1, 1868, in currency.

Subscriptions will be received in New York
At the Company's Office, No. 20 Nassau St.,
AND BY

John J. Cisco & Son, Bankers,
No. 59 Wall St.,

And by the Company's advertised Agents throughout the United States.

Bonds sent free, but parties subscribing through local agents, will look to them for their safe delivery.

A NEW PAMPHLET AND MAP WAS ISSUED Oct. 1st, containing a report of the progress of the work to that date, and a more complete statement in relation to the value of the bonds than can be given in an advertisement, which will be sent free on application at the Company's offices or to any of the advertised agents.

JOHN J. CISCO, Treasurer, New York.
Nov. 1, 1868.

To Railroad Companies.

We beg to call the attention of Managers of Railways and Contractors throughout the United States and Canada to our superior facilities for executing orders at manufacturers prices for all descriptions of both AMERICAN and FOREIGN

RAILROAD IRON.

We are always in a position to furnish all sizes, patterns and weight of Rail for both Steam and Horse Roads, and in any quantities desired, either for IMMEDIATE or REMOTE delivery, at any port in the United States or Canada, and always at the very lowest current market prices. We are also prepared to supply

BESSEMER STEEL RAILS,

of American and Foreign manufacture, rolled to any desired pattern and weight per lineal yard, and of approved lengths. Contracts for both IRON AND STEEL RAILS will be made payable in United States currency for American, and in either currency or gold (at the option of the buyer) for Foreign; when desired, we will contract to supply roads with their monthly or yearly requirements of STEEL OR IRON RAILS, taking their

OLD RAILS IN TRADE FOR NEW furnished, receiving the difference in cash, and allowing the highest market price for their Old Rails, and, if necessary, receiving the latter after the delivery of the New Rails.

Orders for Foreign Rails, both Steel and Iron, will be taken for transmission by Mail or through the Cable to our

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58 OLD BROAD STREET,

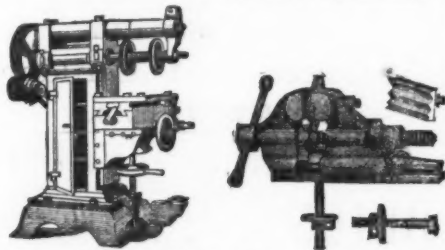
for execution at a fixed price in Sterling, or on commission at the current market price abroad when the order is received in London; shipments to be made at stated periods to ports in America, and at the lowest possible rates of freights. Address

S. W. HOPKINS & CO.,

69 & 71 Broadway, New York.

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Pipe, Extra Jaw, and Heavy Vises warranted for Blacksmiths' and heavy work. New style Wood Vise. Covered Screw Vises—Forty styles and sizes constantly on hand. Standard Milling Machines—simple, easily adjusted, great capacity, power and strength—three sizes: large, 2,300 lbs.; medium, 1,000 lbs.; small, 950 lbs. For sale by the trade.

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are prepared, as Sole Agents in the United States for the Prussian Mining and Iron Co., of Duisburg, Westphalia, to contract or sell in quantities to suit purchasers (delivered in either New York or Philadelphia) the celebrated

V. H. SPIEGELEISEN

used so extensively for the manufacturing of

Bessemer Steel.

This iron is free from Sulphur and Phosphorous, and contains a heavy percentage of Manganese. The above are also ready to contract for, or sell to arrive,

STEEL RAILS

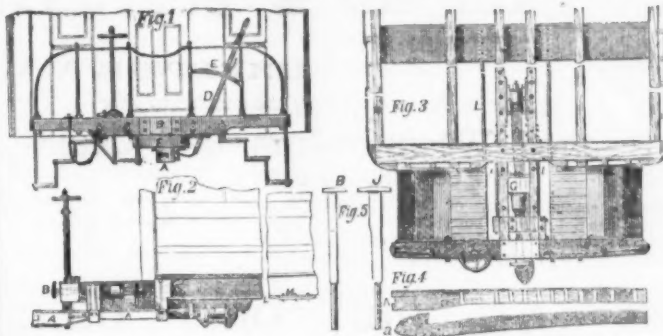
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of Dortmund, for which latter firm they also have the Sole Agency in the United States.

For particulars, samples, prices, or chemical analysis will be promptly forwarded on application. 3m32

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BUFFERS,
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Automatic Couplers,
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RAILROAD
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Best French and German makes.

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CAR SPRINGS,

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TESTIMONIAL.

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Purchasing Agent Baltimore and Ohio Railroad.

CAUTION.—The above firm are not connected with any other Manufacturers using the name of Mr. Mead. Mead's Springs are stamped Hamilton Square Rubber Works, Trenton, N. J.

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For Steam, Gas and Water.

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For Coal, Ore, or Gravel.

Body 11+8. Corner Posts, Bottom and Sides of Iron, 33in. wheels. Gauge 4 ft. 8½ inches. Can be delivered in ten days.

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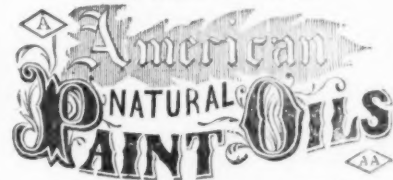


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The cheapest reliable lubricator in the market.

First Premium—Paris Exposition, 1867

Indorsed by leading Mechanics and Artisans of the
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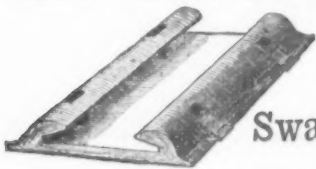
At Half the Cost of Linseed,

and warranted to give excellent satisfaction.

Circulars and Price Lists for Oils sold under the above

Trade marks and Titles furnished on application to the Co.

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By their improved Machinery are enabled to offer

Swaged Wrought-Iron Rail Chairs

WITH CONTINUOUS BASE AND LIPS

By the grain of the iron running across the line of the Rail, which gives them great additional strength over all others, and no liability to split. The Spike Holes being Punched within the Edge of the Lip, admits of one-half the Spike being recessed back in the solid metal, which cannot be done in the Rolled Chair.

All orders will receive prompt attention. Samples sent on application.

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Specialty:

Puddled Steel Rails.

Do., with fibrous iron flanges.

Do., with Steel to the neutral axis.

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All the F and E Rails are guaranteed as to abrasion, perfect weld, and

Absolute Safety Against Breaking.

(If required a five-fold exchange guaranteed against breakage.)

Steel and Iron rails.

American, English & German,

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NOVELTY IRON WORKS,

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Steam Engines, Machinery, Iron
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IRON AND BRASS FOUNDRIES FOR CASTINGS
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Stationary, River, Marine, Side-Wheel and Propeller
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